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PRINCIPAL CONTENTS.

Report of the Secretary of the Interior.....1258
Michigan Central Railroad.....1259
Western Maryland Railroad.....1259
Finances of Pennsylvania.....1259
St. Stephen's Branch Railroad.....1259
New Castle and Franklin Railroad.....1259
Petroleum Companies.....1260
Municipal Securities List.....1261
Mining Stocks—Gold, Silver, Copper, etc.....1262
City Passenger R. R. Share and Bond Lists..1263
Federal and State Securities List.....1264
Railroad Bond and Share Lists.....1266, 1269
Preferred and Guarantied Stocks.....1272
Canal Stocks and Bonds.....1272
Stock Exchange and Money Market.....1273
Central Pacific Railroad.....1275
Delaware and Hudson Canal Company.....1275
Wealth and Resources of Maine.....1275
Railroad Earnings.....1265, 1276
Journal of Railroad Law.....1276
Practical Information for Emigrants.....1277

American Railroad Journal.

New York, Saturday, December 31, 1864.

The Closing Year.

Our present number marks the close of the year 1864, and of the 37th volume of the AMERICAN RAILROAD JOURNAL. To our long attached and faithful patrons we tender our thanks, assuring them that our future exertions will fully equal those of the preceding years.

We have not found it necessary to resort to any of the usual methods to increase our circulation or advertising, the good sense and obvious interest of the public being our reliance for our success.

The JOURNAL may well claim to have been a useful, if not indispensable agent in the dissemination of the most important and valuable information. While its speciality is railroads, and the arts connected with their construction, maintenance and prosperity, it has embraced many other subjects intimately blended with them, such as finance, commerce and navigation.

The former has swelled to large proportions, from the circumstance that nearly thirteen hundred millions of dollars have been invested in the construction of nearly thirty-five thousand miles of railways, and the latter has derived most of its activity from these internal channels of transportation. In addition to these, our pages have been largely filled with statistical tables of value, so that we venture to say no great work on any subject regarding the wealth, resources or progress of this country can ever be compiled without reference to the columns of the AMERICAN RAILROAD JOURNAL. Neither with regard to finance, railway history, the money market, navigation or useful inventions, can such valuable materials be obtained so fully or so readily elsewhere as in the volumes we have given to the public during the last 33 years. So much for ourselves.

The country during the past year has been visibly emerging from its difficulties. Engaged in a terrific struggle to maintain itself, its union, its institutions, and its principles, it has been most sorely tried. A nation always disposed to peace was dragged into war, and into the worst kind of wars, one between its own citizens, and every drop of blood shed by us in our defence has been accompanied by bitter tears. But a good cause, a patriotic people, and a superintending Providence have carried us thus far through our most serious difficulties, and recent events have assured us that we are near the end of them all.

During this struggle, the very dangers we have encountered have unexpectedly added to our prosperity. Our paper system, a necessity for the hour which we could not escape from, has added largely to the active and immediate means and resources of the people, and thus their products have been largely increased. Debtors have been enabled to clear themselves from their chains, our manufactures have largely advanced, high wages have rewarded labor, which if very severely taxed has had superabundant means of meeting taxation, with the full opportunity of economy notwithstanding, in all the great staples of food, and thus while few have been impoverished in the loyal States by the visitation of war, a very large number have been very prosperous. Invited by this circumstance our immigration has been so largely increased that it is computed the losses in battle have been more than replaced by emigration from Europe.

Nor has our effective commerce been so much injured as has been supposed. The tonnage entering the ports of the United States, has been during the past year 7,511,284 tons, only less by 763,912 tons, than it was in 1860, which was the most prosperous year in this respect the country has ever known.

The manufacturing interests have been very successful, being on the increase, and all of them making large profits for their owners.

Our railways have been used to their utmost capacity and are being extended wherever there is a propriety in their extension, though we must remember that all the great natural lines of communication were early appropriated, and the work of centuries accomplished in a generation. We must therefore look beyond the Mississippi and Missouri for the principal future enlargement of our present system.

Our inventors were never more active or successful. In the construction of ships of war, of ordnance, of labor saving machines, and a vast many useful aids to agricultural industry, we have outstripped all rivals. There is a practical common sense, allied to American ingenuity which makes an American machine the best which can be devised.

In money matters the market has been easy during the whole year. The Government has raised all it wanted without difficulty, and it has paid its interest in gold, several times in advance. Its currency, depreciated as it has been in relation to gold, has been a great assistance to the people, and so popular as to be universally preferred by them to all other kinds. And above all, the unanimity displayed at the recent elections, a sublime spectacle, and viewed as such all over the world, has settled the solidarity of the popular will, and assured all nations of the stability of the institutions in whose favor it was expressed.

We seem thus to stand upon a rock, firm as the everlasting hills, and we have nothing now to do but to pursue our national career; every citizen doing his best for himself and his country, and at the same time kindly and forgivingly to receive back to our friendship those misguided men, who in attempting to injure us have nearly ruined themselves. Let the broad folds of the National flag once more cover us all.

Report of the Secretary of the Interior.

This department of the Government is very well filled by Mr. Usher, and the annual report from his pen is unusually interesting. The following is a synopsis of the most important statements:

PUBLIC LANDS.

The United States have always possessed one peculiar advantage over all other nations. They were from the first the owners of a vast domain, known as the Public Lands. In other countries whatever of the soil was remaining beyond that owned by individuals, has been generally appropriated by the Sovereign, but with us the people are the real owners of all surplus property. One thousand four hundred millions of acres comprised this property, and of this in spite of the land appropriations from time to time made by Congress to States, Educational and other institutions and Railway companies, there still remain one thousand millions of acres. A population of 10,000,000, each with a farm of 100 acres would absorb the whole. If this land should rise in value to $5 or 10 per acre in the course of 30 years as it has in all the new territories, and as it would, if that population should accrue, we should have five thousand or ten thousand millions of dollars from these lands, and our public debt would be spunged out long before the end of a single generation even without our present direct taxation.

In this view of the subject would it not be wise in Congress to make these remaining lands the basis of a great sinking fund for that purpose? The report makes the following statement:

During the first sixty years of the present century, the average income from sales was two and three quarter millions of dollars per year, and the quantity disposed of by sales, and for military bounties, was about two hundred and five millions of acres.

During the last ten years the income from lands was less than during the preceding decade. This was occasioned by the large quantities of land—granted for internal improvements and for military and other purposes—which have competed, in the market, with the lands of the United States; and more recently, by the passage of the Homestead law, under which large quantities have been entered at nominal rates. The annual receipts from ordinary sales for four years past have been as follows:

For the year ending June 30,	1861...	$884,887 30
" " " "	1862...	125,048 20
" " " "	1863...	136,077 95
" " " "	1864...	678,007 21

The depressing influences of civil war have been felt during the last three years, but the results for that just closed demonstrate a revival of the annual demand for the public lands, particularly for settlement and cultivation.

During the year ending June 30, 1864, public lands have been disposed of as follows:

Acres sold for cash.....	432,773 90
Acres located with military warrants.	515,900 00
" " agricultural scrip.	214,418 14
Acres certified to States for railroad.	857,180 87
Acres taken under the Homestead law.	1,261,592 62
Acres disposed of during the year...	3,281,865 52
During the quarter ending Sept. 30, 1864, the aggregate quantity taken for the same purpose was	939,476 90
Making a total of.....	4,221,342 42

The cash receipts for sales, homestead and location fees for the same five quarters, were $1,019,446 44.

The aggregate quantity of public lands surveyed, but not disposed, was on the 30th September last 133,517,587 acres. This has been the average quantity for several years past. The amount surveyed annually has been about equal to that disposed of annually.

Among the various most recent grants by the Government is that referred too in the following statement:

Under the acts of Congress of July 1, 1862, and July 2, 1864, making grants of land to aid the construction of railroad and telegraph lines to the Pacific coast, the initial point of the main line of railroad from the Missouri river westward has been fixed at Omaha, Nebraska, and the definite location of the road for one hundred miles west from that point has been approved by the President. The route of the Pacific Railroad of California has been selected and a map of the preliminary location thereof, from Sacramento eastward to the great bend of the Truckee River, in Nevada, has been filed in this department. The lands along these routes for twenty-miles, on both sides, have been withdrawn from market, pursuant to the requirements of the act of 1862.

This we think the very best disposition that could have been made of the land referred to. The construction of the Pacific Union Railroad will do more for the Country generally than any other work of similar character, ever projected on this continent.

MINERAL LANDS.

During the past year additional discoveries of precious metals, particularly of silver, have been made in the region flanking, on eastward, the extended mountain ranges of the Sierra Nevada. A vast belt of some one or two hundred miles in width, and eight or nine hundred in length, embracing portions of Idaho, Nevada and Arizona, is rich in silver ore. Owing to the remote locality of these mines, and the difficulty of transportation thereto, but little machinery well adapted to the rapid and economical reduction of the various ores has been introduced. In that portion of Nevada, through which the Pacific Railroad will pass, many rich veins have been found, and it is estimated by persons familiar with the subject, that, if the mines now opened there were supplied with the proper machinery, they would yield $10,000,000 per month. In the same region vast beds of salt have also been found, which, from its value in the process of separating the silver in the ores, has given a fresh impulse to mining. When we reflect that the region of the country in which deposits of the precious metals abound, includes large portions of three States and six Territories, and that the richest veins of ore heretofore discovered are as yet but slightly developed, whilst new discoveries are constantly made, it will be perceived that the annual product of the mines in the United States must soon reach a magnitude without precedent in the history of mining operations.

The wealth imbedded in the rocks of that extensive region is actually inexhaustible, and it will furnish, in future years, indirectly, a principal part of our means of liquidating the debt contracted by the Government for the overthrow of the great rebellion. As a measure tending to accelerate the reduction of these vast mineral deposits into available wealth, and to strengthen the public credit by an authentic publication of our vast resources, I respectfully recommend that provision be made for the appointment of experienced and skillful mineralogists to make a scientific examition of the principal mining localities, and of the mineral regions generally, and to report the results. Their reports should be printed and widely circulated. An appropriation would be required for those purposes. Much interest has been manifested in favor of the establishment of a bureau of mines and minerals, to which the administration of all details in respect to this important subject should be committed. I am satisfied that such legislation will, before many years, be found necessary, if it has not already become so.

The report recommends a system of taxation in reference to these mines, such as a moderate license fee for working, and a percentage on the products, the whole under the direction of the Bureau of Internal Revenue. One per cent. on the latter it is estimated would produce more than the present income tax. We also think that if the Government would establish mints throughout the mining States and territories, it would be gladly paid several per cent. for the conversion of the gold into coin of convenient denominations. One of the greatest losses sustained by the miners is in the inaccurate assays, and the want of a currency for their daily transactions.

The report suggests some enactments to protect the rights of miners, and to irrigate by dams, &c., the valley of the Colorado River.

RAILROADS.

There can be doubt that the public resources would be much increased by the immediate working of the mines to the extent of their capacity, and by the settlement of those regions by an enterprising and industrious population, though no direct income should be derived from the sale of the lands. It is, therefore, worthy of consideration, whether it would not be expedient to grant all, or such portions of the lands, as are requisite to insure the construction of the necessary railroads, and the conversion of the sterile lands to a condition of fertility. The benefits resulting from such roads would not be confined to the product of the mines. A new highway, at all times exempt from obstruction by snow, would be open to the Pacific. Passing by the valley of the Rio Grande to El Paso, it would receive a large portion of the rich commerce of Central and Western Mexico. These benefits are so obvious and of such surpassing importance, that I do not hesitate in expressing my earnest conviction that the Government should embrace any suitable opportunity which may be offered to secure the completion of a railroad upon the terms suggested.

It appears from a communication of Gen. Dix, the President of the Union Pacific Railroad Company, that it has, since the adjournment of Congress, expended more than half a million of dollars upon the main line of the road leading westward from Omaha, of which one hundred miles have been permanently located, and forty miles are in process of construction.

The company has surveyed lines to Salt Lake City, through the South Pass, Laramie Plains, Bridger's Pass, by way of Timpanagos and Weber Rivers, to determine the most feasible route. Parties have also been engaged in explorations in Colorado Territory, through Berthold's Pass and up the Cache la Poudre River; and also in examining the topography of the country in the vicinity of the 100th meridian of longitude, and in locating the line from Omaha to Fort Kearney. Considering the limited time which has elapsed since the action of Congress enabled this company to prosecute the work with energy, satisfactory progress has been made, and the country has no reason to apprehend any tardiness in the prosecution of this great enterprise.

The progress made in the construction of the branch road in Kansas, known as the Union Pacific Railroad, Eastern Division, has not met the reasonable expectations of the public. There was just reason to believe that the second section of forty miles of that road would have been rapidly approaching completion, if not actually completed by this time; instead of which, forty miles only of the track are laid, and that not yet in a condition to be examined by the Commissioners appointed by the President to inspect and report upon the work.

For this unexpected state of affairs the company is not altogether without excuse. The assassination of its contractor in July last, soon after the adjournment of Congress, the continued insurmountable difficulties of obtaining the necessary

materials, either by river or rail, from causes known to all, prevented them for a time from prosecuting the work. Since these difficulties have been partially removed, a commendable energy has marked the conduct of the company. The first section of the road to Lawrence, to which place the track is laid, will undoubtedly be open to the public and in use within a few days. The company in California is also making satisfactory progress with its portion of the road.

The President has appointed George Ashmun of Massachusetts, Springer Harbaugh of Pennsylvania, Charles T. Sherman of Ohio, Jesse L. Williams of Indiana, and Timothy J. Carter of Illinois, to be Directors, on the part of the United States, in the Union Pacific Railroad Company, and these gentlemen have accepted the appointment. The wisdom of Congress in providing for the appointment of such officers cannot be doubted.

Being impressed with the conviction of the importance of securing the interest of the Government in the roads connecting with the main line, and the faithful compliance by the companies constructing them, with the terms and conditions upon which they are entitled to the munificent bounties offered by Congress, I should not hesitate to recommend, if it were deemed practicable, that such directors should be *ex officio* members of the board or other governing authority of each of such companies. I submit this subject to the consideration of Congress, with the hope that some means will be devised, by which a supervisory control over the action of such companies may, within proper limits, be conferred upon the directors on the part of the United States.

INDIANS.

The report contains some excellent suggestions in relation to the Indians, as to treaties in regard to their lands, and their removal from them. They are not, however, of sufficient interest to induce us to republish them.

PENSIONS.

As we gave in our issue of last week an abstract of the condition of the pension fund it is not necessary to allude to it again in this place.

The remainder of the report is occupied with the subjects of the patent office, showing the inventive character of our people, the census, the bureau of statistics, the New York Courts, and the slave trade.

We quote that portion what relates to the

PATENT OFFICE.

The business operations of the Patent Office for the year ending Sept. 30, last, have been very satisfactory. During the period above named, 6,740 applications for patents and 989 caveats were filed; 29 applications also were made for the extension of patents previously granted. During the same period 4,843 patents, including reissues and designs, were issued, and 40 extensions granted. The number of applications awaiting the payment of the final fee required by law before patents can be issued has largely increased, numbering now over 1,000. The finances of the office are in a prosperous condition, as appears by the following short statement:

The balance in the Treasury to the credit of the patent fund on Oct. 1, 1863, was $37,732 63. The receipts of the office to Sept. 30, 1864, amounted to $230,838 60, making a sum total of $268,571 23. The expenditures during the same period were $212,453 84, leaving a balance of $56,117 39 on hand Oct. 1, 1864, being $18,384 76 more than the balance as exhibited on Oct. 1, 1863.

The document gives a clear idea of the immense responsibilities and important duties of the department.

☞ At a special meeting of the stockholders of the Boston, Hartford and Erie Railroad Company, it was voted to consolidate with the New York and Boston (Air Line) Railroad.

Michigan Central Railroad.

The finnacial condition of this company, on the first of December, 1864, is exhibited in the following report:

INCOME ACCOUNT.

July 1, 1864.—To Div. of 6 per cent, and div. of 6 per cent. extra with government tax	$797,773 00
Nov. 30.—U. S. tax on former div's.	54 60
" " surplus	10,256 00
" " pass. & rec'ts.	44,306 86
Annual payments towards S. F's	84,500 00
Operating account, exclusive of interest and exchange, from June 1, 1864, to Dec. 1, 1864	1,189,183 80
Interest and exchange account, from June 1, 1864, to Dec. 1, 1864	330,608 62
Balance to new account	600,834 66
	$3,057,517 54
June 1 1864.—By balance of Income Account, per Treasurer's Report	$1,002,894 06
Nov. 30.—Receipts of Road, from June 1, 1864, to Dec. 1, 1864	2,054,623 48
	$3,057,517 54

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducting operating, interest, and exchange accounts, but excluding the amount paid to the Sinking Funds, to be $480,213 60. After deducting the amount paid to Sinking Funds, the balance is $395,713 60. Adding the balance to credit of this account, June 1st, $1,002,894 06 less the July dividend, $797,773, the amount to credit of Income Account is $600,834 66.

The Income Account, as here stated, does not include a large amount due from the U. S. Government for transportation during the last six months.

The Operating Expenses include over $70,000, paid on account of the new Grain House in Detroit, and some other expenditures of a permanent character.

The Company is free from floating debt.

The sum invested in the Sinking Funds amounts to $693,721 42.

The balance of Income Account, 1st Dec., as per above Report	$600,834 66
Deduct amount of dividend payable-able Jan. 3, 1865, including Government Tax	398,886 00
Leaves a balance to Income Acc't of.	$201,948 66

Western Maryland Railroad.--Its Extension to Cumberland.

We learn that on the 9th inst. a corps of engineers, under the direction of W. W. Taylor, Esq., the Engineer of the Western Maryland Railroad Company, completed the alignment of the route for the extension of the Western Maryland Road from Hagerstown to Cumberland. The construction of this road would be a great public benefit, and we see nothing to prevent it. The great commercial interests of Chicago, Pittsburg and the Northwest, in conjunction with the coal trade of Western Maryland, and especially the commercial interests of Baltimore, and the interests of all property-holders in Baltimore, all conspire to urge the prompt completion of the work from Hagerstown to Cumberland.

We understand that the length of the road by the recent survey is 79 miles, and that the grades are moderate, and can be reduced still lower. The line is entirely on Maryland soil, but will not only promote the interests of Maryland citizens, but equally reward the interests of New York and other capitalists who are largely concerned in the coal trade of Alleghany county, as well as the great commercial interests of our enterprising sister city of Pittsburg. But above and beyond all, the Pittsburg, Fort Wayne and Chicago Railroad Company are deeply and directly interested in this enterprise, which a connection with the Pittsburg and Connellsville Railroad will place Chicago in direct daily communication with Baltimore and Washington city. A combination of these interests would soon render this enterprise an accomplished fact.—*Cumberland Civilian.*

Finances of Pennsylvania.

The receipts and disbursements of the State Treasury, as given in the recent report of the Auditor General are as follows:

Balance Nov. 30, 1863	$2,147,331 70
Receipts from Dec. 1 1863, to Nov. 30, 1864	4,733,313 02
Total	$6,880,644 72
Disbursements	4,938,441 09
Balance Dec. 1, 1864	$1,942,203 63

Included in the expenses of 1864 were considerably over one million of dollars for military defense and for repelling the rebel raiders on the border, for which, it is presumed, the State will ultimately be indemnified by the National Government.

The New Point Bridge.

We understand that all the preliminary arrangements for the erection of this important structure have been completed, and there seems little doubt even that the work will be commenced at an early day. It has been decided, after due consideration of the subject, to build the structure of iron, on what is known as the lattice style, and as our fellow-townsman, MR. SCHULTZ, one of the most experienced bridge-builders in the country has the contract for the job, the work will no doubt be carefully and expeditiously executed. The erection of this bridge will prove a great convenience to those living across the river, while the immense traffic which must pass over it will render the stock a safe and highly profitable investment. It is a most important undertaking in all respects, and we wish it every success.—*Pittsburg Chronicle*

St. Stephen's Branch R. R.

This road connecting St. Stephens with Lawrence on the line of the St. Andrews and Quebec railroad, distance 19 miles, is to be commenced immediately. The contract has been made with Lawrence M. Myers, Esq., who has been connected for several years in the construction of roads in this and other states. The whole line is to be built, including the laying of the track, and ready for running by 1st of December next. The Calais Advertiser says the conditions are that he is to commence operations before the first of January, 1865, and expend in labor on said road by the first day of July, one hundred thousand dollars; then the Trustees agree to give him up the Charter of the road, government grant, &c. If he fails to fulfill his part of the agreement, that ends the matter and the present Company stands as it did before such agreement was entered into.—*Portland Press.*

The New Castle and Franklin Railroad.

At a recent meeting of the directors of the New Castle and Franklin railroad, it was determined that a subscription of $300,000 to the capital stock was necessary to build that portion of the road lying between New Castle and Brownsville, and that there should be no further expenditure of money until that amount of stock should be subscribed. This determination of the directors is an evidence that they intend acting in good faith with the stockholders of the company. If the amount of stock should be subscribed, it will be a sufficient basis for the issue of bonds with which to build the road, and will justify the directors to put the line under contract at once.—*Pittsburg Chronicle.*

Union Pacific Railroad.

St. Louis, Dec. 24, 1864.—The formal opening of the Union Pacific Railroad, from Kansas City to Lawrence, Kansas, took place on Monday and Wednesday. Daily trains are now running between the points named.

PETROLEUM COMPANIES.

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Acme.....Pbg.	10,000	20	....
Adamantine ..Phila.	50,000	10	2.00
Ætna..... "	50,000	10	2.00
Alcorn..... "	50,000	10	....
Allegewi..... "	100,000	10	....
Alleghany & P. "	50,000	10	10.00
Alleghany River "	75,000	1	....
Allegh'y & W.B. "	50,000	5	1.00
American..... "	50,000	10	....
American O & M.N.Y.	50,000	10	3.00
American P.... "	5,000	100	....
Artesian.....Phila.	25,000	10	2.50
Astor B. Spring.N. Y.	100,000	20	....
Atlantic..... "	30,000	10	....
Atlas.....Phila.	200,000	5	2.50
Baltimore Co.....	20,000	5	....
Banner.....Pbg.	65,000	2	....
Beacon.....Phila	50,000	10	1.00
Beekman.....N. Y.	100,000	10	....
Bergen C. and O. "	200,000	10	....
Big Tank.....Phila.	100,000	5	1.00
Bleakley..... "	50,000	10	2.00
Blood Farm....N. Y.	50,000	100	....
Brevoort..... "	.....	...	....
Briggs.....Phila.	50,000	10	2.00
Brilliant..... "	250,000	10	....
Brilliant.....Pbg.	50,000	50	....
Bruner O. & M.Phila.	100,000	5	1.00
Buchanan Farm.N. Y.	400,000	10	...
Buchanan O. & R. "	40,000	5	....
Bull Creek....Phila.	100,000	10	10.00
Burning Spring. "	100,000	10	....
Big Whitley C. "	100,000	5	....
Black Diamond "	50,000	10	....
Brandon Island "	100,000	5	....
Buchanan Roy. "	40,000	10	....
Bullion Creek.. "	200,000	2½	....
B. S. & R. F... "	40,000	10	....
Central B Spring N.Y.	100,000	3	....
Caldwell.....Phila.	200,000	10	....
Central..... "	50,000	100	....
Central C. & O. "	20,000	10	....
Cherry Run.... "	20,000	10	....
Cherry Run....N. Y.	10,000	10	....
Cherry Run C....Pbg.	50,000	5	....
Cherry Run P... "	50,000	2	2.00
Clemons.....Phila.	75,000	5	1.00
Cleveland C. V.....	20,000	10	....
Clifton.....N. Y.	50,000	10	....
Clinton..... "	50,000	10	....
Columbia.....Pbg.	50,000	50	....
Commercial....Phila.	50,000	10	....
Commercial ...N. Y.	50,000	100	....
Commonwealth. "	100,000	10	....
Consolidated... "	100,000	10	....
Consolidated..Phila.	60,000	10	....
Continental.... "	50,000	10	1.11
Complanter ... "	100,000	10	3.75
Cow C. & S. R. "	100,000	5	....
Culbertson's Run.Pbg.	30,000	5	....
Curtin.....Phila.	50,000	10	0.92
Cherry Run & A "	100,000	5	....
Clark O. & M.. "	100,000	5	....
Colf Creek.... "	100,000	10	....
Commonwealth. "	80,000	2½	....
Cotter Farm... "	200,000	5	....
Crescent City.. "	100,000	5	....
Dalzell..... "	200,000	10	3.50
Dark Hollow .. "	50,000	10	....
Decatur..... "	40,000	10	2.00
Densmore..... "	50,000	10	5.00
Diamond..... "	50,000	10	....
Duck Creek.....Pbg.	.....	..	....
Duquesne..... "	100,000	5	....
Duffield Lub ..Phila.	100,000	10	2.00
Dunkard..... "	100,000	5	1.00
Davenport.... "	50,000	10	....
Dawson Run... "	100,000	10	....
Deer Creek... "	50,000	10	....
Donaldson..... "	100,000	5	....
Drake Petro... "	100,000	10	....
Dutchman Run.N. Y.	100,000	8	....
Dunkard Creek.Phila.	100,000	10	....
Eagle Rock.... "	50,000	10	3.35
East Oil Creek. "	100,000	5	....
Egbert..... "	100,000	5	3.00
El Dorado..... "	200,000	5	2.00
Empire & O. C.. "	50,000	10	....
Enterprise.....N. Y.	10,000	10	....

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Eureka.....Phila.	50,000	10	1.50
Eureka, W. Va. "	100,000	10	....
Excelsior..... "	100,000	5	1.00
East Brook... "	100,000	5	....
Excelsior.....N. Y.	100,000	5	....
Farel.....Phila.	50,000	10	2.50
Fayette.....Pbg.	.....	...	....
Federal..... "	60,000	8	....
Feeder Dam ..Phila.	.....	...	....
Fleming & B. F. "	25,000	4	4.00
Fleming & B. F.Pbg.	25,000	4	4.00
Florence.....Phila.	25,000	10	2.00
Flowing.....N. Y.	1,000	50	....
Fountain..... "	50,000	10	2.00
Franklin Lub..Phila.	50,000	10	2.00
Franklin & O. C. "	100,000	1	1.00
French Creek L. "	30,000	15	10.00
Forest Shade .. "	200,000	5	....
Fountain..... "	100,000	10	....
Fuller Farm ..Boston	25,000	10	....
Germania.....Pbg.	100,000	2	....
Germania.....N. Y.	600,000	5	....
Gilfillan.....Phila.	62,500	8	....
Girard..... "	10,000	10	5.00
Globe..... "	30,000	10	2.00
Great Basin ...Phila.	70,000	5	....
Great Eastern.. "	300,000	10	....
Great Western.Phila.	50,000	10	2.50
Great Western C.N.Y.	50,000	10	....
Green Hill ....Phila.	50,000	10	1.00
Grant..... "	100,000	3	....
Greenland..... "	50,000	10	....
Hammond.....N. Y.	20,000	25	....
Hickory Farm.. "	100,000	5	5.00
Highgate..... "	300,000	5	....
Hibberd.....Phila.	100,000	5	2.50
Hoge Island L.O. "	25,000	10	1.00
Holland P..... "	50,000	10	2.00
Home.....N. Y.	50,000	100	....
Hoover.....Phila.	50,000	10	2.00
Hope.....Pbg.	50,000	2	....
Hope Farm....Phila.	.....	10	....
Horse Creek...Phila.	10,000	50	6.00
Horse Neck.....Pbg.	10,000	5	...
Hosmer.....Phila.	50,000	10	2.50
Howe's Eddy .. "	50,000	10	....
Hughes River.. "	30,000	10	....
Hyde Farm.... "	100,000	10	5.00
Hardwick..... "	40,000	25	....
Harrison..... "	100,000	5	....
Hendrick..... "	50,000	10	....
Henry Comb P. "	100,000	10	....
Hoover & M... "	50,000	10	....
Humboldt..... "	100,000	5	....
Huston..... "	150,000	5	....
Imperial..... "	30,000	10	5.00
Indian.....N. Y.	10,000	10	....
Indian Spring.. "	60,000	5	....
Indiana..... "	100,000	10	....
Iron City.....Pbg.	30,000	5	....
Island.....N. Y.	50,000	10	....
Inexha'stable P. "	500,000	5	...
Irwin.....Phila.	50,000	10	3 00
Junction..... "	50,000	10	2.25
Jennings..... "	80,000	5	....
Kanawha Valley "	30,000	10	5.00
Kanawha.....N. Y.	50,000	10	....
Kanawha.....Pbg.	.....	...	....
Keystone.....Phila.	50,000	10	2.50
Kinkhead..... "	100,000	5	....
Krotzer..... "	100,000	5	....
Knickerbocker P.N.Y.	100,000	10	....
Knicker. P. of .. "	100,000	10	....
Lamb. O. & Mfg.Phila.	25,000	5	2.00
Lancaster..... "	50,000	10	....
Linden.....Pbg.	40,000	5	....
Lebanon..... "	100,000	5	....
Little Toby Run "	50,000	10	....
Logan..... "	100,000	5	....
Lower McE. F..N. Y.	200,000	...	....
McClintockville Phila.	200,000	10	2.15
McC. F. & C. T.N. Y.	10,000	100	....
McClintock & C. "	5,000	100	....
McCor. & McK.Phila.	100,000	10	2.00
McElrath..... "	50,000	10	....
McElheny..... "	100,000	10	4.00
McKinley.....N. Y.	25,000	10	....
Maguire.....Phila.	50,000	10	....
Manhattan....N. Y.	250,000	2	....

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Maple Farm...Phila.	100,000	5	....
Maple Shade .. "	50,000	10	6.67
Maple Shade of.N.Y.	50,000	10	....
Marietta..... "	100,000	10	....
Mecca Lub...Boston.	30,000	100	....
Merchants'.....Pbg.	100,000	½	....
Merchants'....Phila.	70,000	5	....
Metropolitan .. "	.....	10	....
Michigan Central N.Y.	50,000	10	....
Middlesex Valley "	50,000	10	....
Middle Walnut.Phila.	50,000	10	1.00
Miller..... "	60,000	5	1.00
Miller Farm ...N. Y.	60,000	5	....
Mineral.....Phila.	50 000	10	2.50
Mingo..... "	100,000	10	6.67
Montgomery... "	80,000	5	1.00
McClintock R.. "	100,000	10	....
McCormack's F. "	100,000	5	....
Maple & S. C.. "	200,000	10	....
Marion..... "	100,000	5	....
Mercantile .... "	80,000	5	....
Millward..... "	125,000	8	....
Mount Farm... "	100,000	10	....
Mullingar..... "	100,000	5	....
Mutual..... "	125,000	2	....
Mass. & O. C..Boston.	100,000	5	....
National.....Phila.	40,000	10	5.00
National.....N. Y.	40,000	5	....
National.....Pbg.	.....	...	....
New Dominion.Phila.	100,000	5	2.50
N. Y & Allegh'y N. Y.	50,000	5	....
N. Y. & Liverpool. "	100,000	10	....
N. Y. & Oil Creek "	100,000	5	....
N. Y. and Penn.. "	100,000	10	....
N.Y. & W. Virgi'ia "	50,000	10	....
Noble & Dela..Phila.	50,000	10	10.00
N. Y. & Boston. "	100,000	5	...
N. Y. & Phila.. "	300,000	5	....
Niagara..... "	100,000	10	....
New England Boston.	90,000	5	....
Noble & Dela...N. Y.	100,000	10	3.00
Noble & D. R. O. "	100,000	3	....
Noble Well.... "	40,000	25	....
Nonpareil.....Pbg.	.....	...	....
North American. "	125,000	10	10.00
Northern Light.N. Y.	20,000	50	....
Oak Ball.....Phila.	100,000	5	2.50
Ocean.....N. Y.	15,000	100	....
Oceanic.....N. Y.	200,000	10	....
Ohio..... "	100,000	10	....
Ohio Petroleum Phila.	100,000	5	....
Ohio River.....N. Y.	100,000	5	....
Ohio Valley ....Pbg.	60,000	15	....
Oil Basin P ...Phila.	50,000	10	10.00
Oil Burning Sp. "	100,000	10	5.00
Oil City & Pbg..Pbg.	30,000	3	....
Oil City.....N.Y.	50,000	10	....
Oil Creek..... "	50,000	20	....
Oil Creek Petro.Phila.	50,000	10	5.00
Oil Spring & R.Phila.	100,000	10	2.00
Oil Valley Petro. "	37,500	10	2.00
Olmstead..... "	50,000	10	4.00
Organic..... "	50,000	10	1.00
Ormsby Petro.. "	50,000	10	3.00
Oil City Refin'g "	100,000	5	....
Oil Creek & C.R. "	100,000	3	....
Oil Run..... "	1,000,000	2	....
Old Dominion.. "	100,000	5	....
Pannebacker...N. Y.	50,000	4	....
Parker Petro..Phila.	50,000	10	4.00
Pearson Petro.Phila.	100,000	5	2.00
Penn. Petro.... "	50,000	10	3.00
Penn. Central.. "	20,000	10	1.00
Penn. Oil Ck. P. "	50,000	10	....
People's.....Pbg.	60,000	1	....
Perry..... "	50,000	10	2.25
Petro. Center.. "	50,000	10	5.00
Philadelphia... "	10,000	25	....
Phila. & Oil Ck. "	50,000	10	2.50
Phila. & T. Is.. "	50,000	10	....
Phillips..... "	40,000	5	....
Phœnix..... "	25 000	10	....
Pit Hole..... "	50,000	10	....
Pit Hole Creek.N. Y.	40,000	25	....
Pbg. & Oil Ck..Phila.	50,000	10	3.50
Pbg. and Gt. W.Pbg.	50,000	2	....
Pope Farm....Phila.	50,000	10	1.25
Porter..... "	50,000	10	....
Pembroke..... "	100,000	5	....

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Penn Oil..... "	100,000	2	....
Penn. Imperial. "	200,000	2	....
Penn. & Ohio.. "	100,000	10	....
Penn. Second.. "	100,000	2	....
Phila. & Boston "	200,000	10	....
Phasant Valley. "	100,000	10	....
President.....N. Y.	1,000,000	5	....
Quaker City...Phila.	10,000	10	....
Rathbone & C.. "	200,000	5	1.75
Reinhard..... "	50,000	5	2.50
Reliance..... "	50,000	10	....
Revenue..... "	50,000	5	3.00
Revenue.....N. Y.	50,000	5	....
River.....Phila.	50,000	10	3.00
Roberts Oil & M. "	50,000	10	3.00
Rock..... "	50,000	10	3.60
Rockland..... "	50,000	10	2.00
Ross..... "	100,000	1	1.00
Rathbone P.... "	100,000	5	....
Royal P..... "	200,000	2½	....
Russell Farm.. "	50,000	5	....
Ross.....Pbg.	100,000	1	....
Rynd Farm....N. Y.	200,000	10	....
Sage Run.....Phila.	80,000	5	2.50
St. Nicholas.... "	50,000	2½	2.50
Sandy River...N. Y.	200,000	100	5.00
Schuylkill & O.C.Phil.	50,000	10	....
Seneca..... "	25,000	20	....
Sherman.....Phila.	100,000	10	....
Shreve Farm...N. Y.	100,000	5	....
South Western.Phila.	200,000	10	....
Star.....Phila.	200,000	10	1.00
Sterling.....N. Y.	120,000	5	....
Story.....Pbg.	5,000	5	....
Story Centre ..Phila.	50,000	10	....
Story Farm.... "	200,000	5	2.50
Story & McC....N.Y.	50,000	10	....
Success..... "	10,000	10	....
Sugar Creek ...Phila.	50,000	10	....
Sugar Dale.... "	50,000	2	2.00
Sutley Lubric'g. "	50,000	10	....
Sadorus & O. C. "	125,000	12	....
Sterling..... "	250.000	5	....
Sunbury..... "	100,000	5	....
Superior..... "	50,000	5	....
Sun.....N, Y.	100,000	2	....
Tack..... "	100,000	5	3.00
Tarr Farm....Phila.	50,000	5	5.00
Tarr Farm H.... "	200,000	50	5.00
Tarr Farm....N. Y.	30,000	100	....
Terragenta..... "	100,000	5	....
Tidioute and A.Phila.	50,000	10	2.00
Tionesta..... "	70,000	5	....
Tipton..... "	50,000	10	....
Titus.....N. Y.	63,000	10	....
Union.....Phila.	100,000	55	....
Upper Island .. "	50,000	5	....
Union.....N. Y.	12,500	10	....
United States .. "	50,000	10	....
United States..Phila.	50,000	10	....
Upper Econ'y P. "	50,000	10	....
Van Buren.... "	25,000	20	2.50
Vanec Stewart. "	60,000	5	3.00
Venango..... "	25,000	20	1.00
Van Etten..... "	50,000	10	....
Virginia Nat'n'l "	500,000	1	....
Volcanic..... "	100,000	10	....
Venango Central Pbg.	75,000	1	....
Venango.....N. Y.	40,000	10	....
Vesta P. & R.... "	5,000	100	....
Virginia..... "	50,000	10	....
Virginia & Ohio "	100,000	10	5.00
Wallace.....Phila.	15,000	10	....
Walnut Bend ..N. Y.	20,000	10	6 00
Washington... "	25,000	20	2.00
Watson Petro.. "	50,000	10	3.00
Westmoreland P.Pbg.	60,000	10	....
West Virginia..Phila.	20,000	10	2.50
West Virginia...Pbg.	20,000	1	....
Wilkens Farm.Phila.	50,000	5	....
William Penn.. "	100.000	2½	2.50
Wash. & W. B.. "	100.000	5	....
Wes ern..... "	80,000	5	....
Western Ridge. "	200,000	5	....
W. V. & Ohio.. "	100,000	5	....
White Hill.... "	50,000	10	....
Willow Glen... "	60,000	5	....
Winslow..... "	200,000	5	....
Witherup P.... "	250,000	5	....

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	----
5 " " "	100,000	J. & D.	'70-'74	----
6 " " "	225,000	J. & J.	'65-'69	----
6 " " water	800,000	F. & A.	'70-'81	----
6 " " Alb. N'rth. R. R.	300,000	M. & N.	1879	----
6 " " A. & W. S. R. R.	1,000,000	J. & J.	'65-'76	----
Alleghany City, Pa.:				
7 per cents, municipal	----------	J. & J.	var.	----
6 " " railroad	----------	J. & J.	"	----
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64-'69	----
6 " " K. & P. R. R.	200,000	A. & O.	1870	----
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38-'70	----
6 " " Miscellaneous	400,920	----------	----------	----
6 " " Court House	169,754	----------	----------	----
6 " " Water	3,500,000	----------	----------	----
6 " " New Jail	250,000	----------	----------	----
6 " " B. & O. R. R.	5,000,000	----------	1890	----
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	----
6 " " Park	553,996	----------	1890	----
6 " " Float. & D'fens.	225,000	----------	var.	----
6 " " Bounty	97,900	----------	----------	----
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	----
6 " " Y. & C. "	500,000	" "	1877	----
6 " " W.Md.R.R. "	200,000	" "	1890	----
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65-'82	----
6 " " K. & P. R. R.	740,000	" "	'65-'74	----
Bath, Me.:				
6 per cents, municipal	145,212	var.	'65-'73	----
6 " " K. & P. R. R.	200,000	A. & O.	1870	----
Boston, Mass.:				
4½ per cents, municipal	583,205	var.	'78-'84	----
5 " " "	1,607,618	"	'63-'70	----
5 " " "	2,593,000	"	'71-'80	----
5 " " "	364,000	"	'81-'85	----
6 " " "	542,000	"	'63-'71	----
5 " " water (notes)	400,000	"	'78-'79	----
4½ " " " (sterling)	1,949,711	"	'72-'73	----
5 " " " (dollar)	708,000	"	'63-'71	----
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J	'65-'74	----
6 " " "	245,000	" "	'75-'85	----
6 " " "	403,000	" "	'86-'95	----
6 " " "	25,000	M. & N.	'66-'68	----
6 " " Williamsburg	329,070	J. & J.	'65-'81	----
6 " " water	1,700,000	" "	'68-'81	----
6 " " "	749,000	" "	1886	----
6 " " "	819,000	" "	1891	----
6 " " "	1,432,000	" "	1896	----
6 " " "	850,000	" "	1899	----
6 " " War Loan	115,000	" "	1865	----
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'65-'79	----
7 " " "	299,000	"	'65-'82	----
Calais, Me.:				
6 per cents, municipal	----------	J. & D.	1876	----
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65-'82	----
5½ " " " of '50-'51	16,000	"	'65-'71	----
5½ " " " of '54-'57	56,000	"	'64-'77	----
6 " " " of '56-'62	52,692	"	'64-'69	----
6 " " bridge	20,000	F. & A.	1872	----
6 " " water	50,000	J. & J.	1881	----
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65-'74	----
6 " " "	27,300	" "	'78-'81	----
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67-'73	----
5½ " " "	52,000	var.	'65-'67	----
6 " " "	78,000	"	'68-'77	----
5 " " Volunteer Aid	174,000	A. & O.	'77-'83	----
5 " " water	202,000	" "	'82-'85	----
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70-'72	----
5½ " " "	74,000	" "	'79-'88	----
6 " " "	117,000	var.	'63-'77	----
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'63-'68	----
7 " " " (new)	511,000	A. & O.	1881	----
6 " " " (old)	150,000	J. & J.	'63-'74	----
6 " " " (new)	200,000	" "	'75-'76	----
7 " " sewerage	913,000	" "	'79-'87	----
6 " " "	87,000	" "	1888	----
7 " " water	125,000	" "	1884	----
6 " " water	1,030,000	" "	1888	----
Cincinnati, Ohio:				
6 per cents, municipal	----------	A. & O.	1895	----
6 " " water	----------	----------	----------	----
7 " " railroads	----------	----------	----------	----
Cleveland, Ohio:				
7 per cents, municipal	----------	J. & J.	var.	----
8 " " Ohio city	----------	" "	"	----
7 " " water	----------	" "	1879	----
7 " " sewerage	----------	" "	1890	----
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	----
7 " " sewers	38,545	var.	'69-'71	----
7 " " redemptions	167,338	"	'70-'79	----
7 " " H. of Correct'n	50,000	J. & D.	1879	----
8 " " redemptions	20,000	var.	'70-'71	----
7 " " water	650,000	J. & J.	'70-'71	----
Dubuque, Iowa:				
8 per cents, municipal	219,547	var.	'63-'72	----
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	----
7 " " D. & W. R. R.	250,000	" "	1877	----
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64-'71	----
5 " " " (1862-'3)	56,500	"	1872	----
Gardiner, Me.:				
6 " " K. & P. R. R.	150,000	M. & N.	1870	----
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	----
10 " " Pike Co. R. R.	59,000	Feb.	'63-'79	----
10 " " " (N.Y.)	141,000	"	'74-'81	----
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64-'80	----
6 " " park	130,000	F. & A.	1882	----
6 " " railroad	500,000	J. & J.	1876	----
6 " " water	250,000	J. & D.	1883	----
6 " " "	125,000	J. & J.	1883	----
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'65-'74	----
6 " " " coupon	63,000	"	'65-'81	----
7 " " " "	118,000	"	'65-'75	----
6 " " water	650,000	J. & J.	'71-'83	----
Keokuk, Iowa:				
8 per cts., railroad	600,000	----------	----------	----
10 " " " " (sp'l tax)	150,000	----------	----------	----
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63-'75	----
5½ " " "	130,000	"	'63-'82	----
6 " " "	151,550	"	'63-'79	----
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64-'67	----
5 " " "	60,000	sem.-an.	'72-'82	----
5½ " " "	60,000	" "	'72-'87	----
5 5-6 p. " "	42,000	Feb.	'69-'75	----
Louisville, Ky.:				
6 per cents, municipal	----------	var.	var.	----
7 " " "	----------	"	"	----
6 " " water	----------	M. & N.	1887	----
7 " " railroads	----------	----------	----------	----
Lynn, Mass.:				
5 per cents, municipal	46,000	----------	1882	----
5½ " " "	20,000	----------	1874	----
5½ " " "	60,000	----------	1879	----
5¾ " " "	18,800	----------	'64-'69	----
6 " " "	76,300	----------	'63-'74	----
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72-'78	----
6 " " " (coupon)	99,500	" "	'66-'78	----
6 " " " (")	67,500	" "	'80-'88	----
Marysville, Cal.:				
10 per cents, municipal	----------	J. & J.	var.	----
8 " " "	----------	" "	"	----
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	----
7 " " "	77,500	"	"	----
4 " " " re-adjust'd	812,000	J. & D.	1894	----
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64-'80	----
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70-'83	----
7 " " Volunteer Aid	100,000	" "	1873	----
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63-'84	----
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67-'87	----
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	----
6 " " bridge	37,000	J. & J.	1883	----
8 " " "	15,000	" "	1883	----
10 " " municipal	19,500	M. & N.	1888	----
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73-'84	----
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	----
6 " " "		"	"	----
7 " " "		"	"	----
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70-'81	----
New York, N. Y.:				
5 per cents, water	3,000,200	Quarterly, viz. F., M., A., & N.	1870	----
5 " " "	2,147,000		1880	----
5 " Croton water	900,000		1890	----
6 " " "	100,000		1890	----
5 " Wat. Stk '49 & '54	512,700		1875	----
6 " " '54 & '57	1,878,000		1875	----
5 " Build'g Stk No. 3	75,000		1870	----
5 " " No. 4	115,000		1873	----
5 " Fire indemnity	402,768	F. & A.	1868	----
5 " Central Park	399,300	Quarterly, viz. Feb., May, Aug., & N.	1898	----
6 " " "	3,066,071		1887	----
6 " " "	275,000		1898	----
6 " " Improv.	2,083,200		1887	----
6 " " "	1,966,000		1876	----
6 " Add. Improv	1,000,000		1874	----
6 " W. Wash. Mark't	600,000		1873	----
6 " Croton water	1,800,000		1883	----
6 " Floating Debt	2,748,000		1878	----
5 " Publ. B'ld'g No. 3	150,000		'64-'66	----
6 " Docks & Slips	500,000		'67-'76	----
5 " Publ. Education	154,000		1873	----
6 " Tompkins M'k't	102,000	F. & A.	'62-'69	----
7 " Harlem Bridge	60,000	var.	'64-'68	----
6 " Co. Court House	1,000,000	M. & N.	'75-'84	----
5 " Vol. Sold. Aid 7-11	4,600,000	" "	'65-'75	----
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64 '70	----
Peoria, Ill.:				
7 per cents, school	33,000	----------	'78-'80	----
7 " " railroad	215,000	----------	'73-'74	----
6 " " "	75,000	----------	'71-'72	----
Philadelphia, Pa.:				
5 per cents, consolidated	$639,967	J. & J.	'64-'73	----
5 " " "	69,255	" "	'74-'82	----
6 " " "	1,152,247	" "	'64-'73	----
6 " " "	2,902,308	" "	'74-'83	----
6 " " "	9,606,307	" "	'84-'90	----
6 " " "	4,237,856	" "	'91-'99	----
5 " Phila. City	552,700	" "	'64-'74	----
6 " " "	489,600	" "	'75-'79	----
6 " " "	1,743,200	" "	'80-'91	----
5 " " Poor	217,295	----------	'64-'68	----
5 " " Southwark	99,150	----------	'74-'81	----
6 " " "	110,606	----------	'64-'77	----
6 " " Richmond	34,146	----------	'82-'93	----
5 " " Spring Garden	17,000	----------	1865	----
6 " " "	726,200	----------	'65-'85	----
6 " " Kensington	204,200	----------	'65-'81	----
6 " " District of Penn	60,333	----------	'65-'76	----
5 " " Moyamensing	6,000	----------	'68-'71	----
6 " " Frankford	48,459	----------	'70-'73	----
6 " " North. Liberties	30,784	----------	'70-'80	----
6 " " West Phila.	71,313	----------	'72-'73	----
6 " " Germantown	1,000	----------	1875	----
6 " " Phila. County	360,117	----------	'70-'75	----
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	----
4 " " railroad	1,800,000	" "	1913	----
Portland, Me.:				
6 per cents, municipal	907,496	var.	'63-'83	----
6 " " A. & St. L. R. R.	1,500,000	"	'68-'70	----
6 " " " "	500,000	A. & O.	1866	----
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64-'72	----
5½ " " "	14,800	" "	'64-'69	----
5¾ " " "	13,000	" "	'64-'71	----
5 " " Volunteer Aid	58,000	A. & O.	'67-'82	----
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	----
7 " " railroad	40,000	" "	1866	----
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64-'86	----
6 " " water	14,000	"	'69-'78	----
6 " " bounty	48,120	A. & O	----------	----
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	----
6 " " railroad	500,000	J. & J.	1876	----
5 " " war	300,000	" "	1893	----
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	----
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	----
8 " " harbor	25,000	----------	----------	----
7 " " railroad	300,000	----------	----------	----
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	----
7 " " Floating	66,000	A. & O.	'74-'82	----
6 " " City Hall	70,000	J. & J.	'64-'73	----
7 " " Bridge & impr.	135,000	var.	'63-'82	----
6 " " "	60,000	"	'76-'82	----
6 " " St'm Fire Eng's	20,000	"	'81-'82	----
6 " " R. & Gen. V. R. R.	260,000	J. & J.	'64-'76	----
Sacramento City, Cal.:				
6 per cen's, municipal S. F.	1,474,800	----------	'88-'90	----
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71-'73	----
6 " " O. & M. R. R.	429,900	J. & J.	'72-'74	----
6 " " Iron M'tn R.R.	285,000	" "	'74-'77	----
6 " " municipal	1,464,000	var.	'65-'83	----
6 " " real estate	523,000	"	'64-'90	----
6 " " sewerage	425,000	"	'70-'88	----
6 " " impr. (old lim.)	254,000	"	'71-'87	----
6 " " water	484,000	"	'71-'83	----
6 " " harbors	239,000	"	'63-'86	----
6 " " wharfs	163,000	"	'67-'81	----
6 " " district sewers	15,000	"	----------	----
San Francisco, Calif.:				
10 per cents, municipal	1,352,600	M. & N.	1871	----
10 " " fire	179,500	J. & J.	1866	----
10 " " school	79,500	" "	1870	----
7 " " "	42,000	" "	'77-'78	----
7 " " city & county	2,300,000	" "	'77-'84	----
7 " " "	960,900	A. & O.	1883	----
6 " " municipal	329,000	J. & J.	1875	----
6 " " city & county	1,133,500	" "	1888	----
Springfield, Ill.:				
10 per cents, municipal	51,467	----------	'64-'82	----
8 " " "	55,000	----------	'68-'81	----
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	----
6 " " town notes	10,000	" "	"	----
Troy, N. Y.:				
7 per cents, municipal	140,000	----------	'73-'79	----
6 " " Schen. & T. R. R.	19,000	----------	'63-'67	----
6 " " Troy Un'n R. R.	115,000	----------	----------	----
5½ " " Schen. & T. R. R.	167,000	----------	'63-'72	----
5 " " water	71,000	----------	'62-'80	----
Utica, N. Y.:				
6 per cents, municipal	----------	var.	var.	----
Watertown, Wisc.:				
8 per cents, M lw. & W. R. R.	80,000	J. & J.	1878	----
8 " " W. & Mad. R. R.	200,000	" "	1877	----
8 " " C., St. P. & F. du L.	200,000	" "	1876	----
Wheeling, W. Va.:				
6 per cents, municipal	----------	M. & S	1873	----
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64-'84	----
Zanesville, Ohio:				
6 per cents, municipal	----------	J. & J.	var.	----

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton .....Ca.	200,000	5	----	1⅝
Acton Vale.....Ca	50,000	5	----	65c
Adventure .....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25
Algomah..... "	20,000	----	2	2⅝
Alliance .....Ca.	200,000	2½	----	----
Allouez .....L. S.	20,000	----	1	3½
American .....Ca.	200,000	2½	----	----
Amygdaloid .....L. S.	20,000	----	25	----
Annapolis.....Md.	50,000	10	----	----
Arizona.....Ariz. T.	10,000	100	----	----
Ascot .....Ca.	20,000	20	----	----
Astor .....L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C....N. C	2,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State.....L. S.	20,000	----	3½	22
Beaver ..... "	20,000	----	1	----
Bedford .....Ca.	125,000	5	----	95c
Black River ..... "	200,000	2½	----	15c
Bohemian.....L. S.	20,000	----	7½	10½
Bolton .....Ca.	200,000	5	----	1
Boston .....L. S.	20,000	----	5*	4
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn.....L. S.	20,000	----	2	----
Brome .....Ca.	100,000	5	----	1½
Cabot .....L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada .....Vt.	100,000	1	----	1½
Carp Lake.....L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	54
Champlain .....Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp.....	30,000	5	----	----
Chippewa .....L. S.	20,000	----	----	----
Cleveland.....Ca	100,000	5	----	----
Cliff.....L. S	20,000	----	----	----
Clifton ..... "	20,000	----	1	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	30
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall .....Vt.	100,000	2	----	62c
Dacotah.....L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River.....N. C.	----	5	----	20c
Delaware .....L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover .....Ca.	200,000	----	1	4
Dudley .....L. S.	20,000	----	½	3
Dunham.....Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River.....L. S.	20,000	----	4⅝	4⅝
El Dorado (Silver) "	20,000	----	----	----
Escot .....Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna .....L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin .....L. S.	20,000	----	6½	5½
French Creek.....Pa.	100,000	5	----	1
Gardner City .....L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe .....Ca.	200,000	1	----	10c
Globe .....L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk.....Ca.	100,000	5	----	60c
Great Western....L. S.	20,000	----	2	1½
Green Mountain....Vt.	20,000	10	----	5
Guilford .....L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	5
Iuverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale .....L. S.	20,000	5	15	18½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson .....L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette.....Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence .....L. S.	20,000	----	----	----
Lennoxville .....Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison.....L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland .....Md.	----	5	----	75c
Mass .....L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	6¼
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota.....L. S.	20,000	----	3½	25
Mississquoi.....Ca.	150,000	2	----	1½
Montezuma ...N. Mex.	300,000	5	----	----
Morrison .....L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27
Native ..... "	20,000	----	3	1
Naumkeag ..... "	20,000	----	1	3
Nelson.....Ca.	200,000	1	----	10c
Neqnaket .....L. S.	20,000	----	1	----
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	1⅜
Newton .....Ca.	200,000	1	----	8c
New York .....L. S.	20,000	----	----	⅜
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff .....L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton.....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa .....Ca.	200,000	1	----	30c
Pacific .....L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	12½	58
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	22
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3¼	3½
Prince of Wales ...Ca.	200,000	----	----	----
Providence .....L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	99
Reid Hill .....Ca.	200,000	1	----	----
Reliance .....L. S.	20,000	----	----	7⅞
Richford ..... "	60,000	5	----	----
Ridge .....L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Roscoe .....Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair .....L. S.	20,000	----	3	9½
St. Flavien .....Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.).L.S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton.....Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side.....L. S.	20,000	----	3	4
Springfield .....Md.	----	5	----	1⅜
Stadacona .....Ca.	100,000	5	----	----
Star .....L. S.	20,000	----	7½	8
Stark .....Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior .....L. S.	20,000	----	4	8
Sussex ..... "	20,000	----	----	----
Sutton.....Ca.	100,000	5	----	85
Toltec.....L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) ..... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria.....L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo .....Ca.	100,000	3	4*	15c
Waukegan .....L. S.	20,000	----	----	----
West Minnesota ..... "	20,000	----	2½	2½
Wickham .....Ca.	200,000	5	----	55c
Wickopee ..... "	100,000	5	----	5½
Winthrop .....L. S.	20,000	----	3½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake.....N. Y.	50,000	50	----	4
East River.....	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin.....Me.	3,000	100	----	----
Lake Superior.....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant.....Pa.	10,000	50	----	----
Teal Lake.....L. S.	----	----	----	2½
Tyson ..... "	20,000	10	----	9¾
Lead and Zinc:				
Amenia .....N. Y.	100,000	5	----	9½
Bucks County .....Pa.	----	----	----	½
Canada .....Ca.	50,000	5	----	2¼
Clute	----	----	----	1
Crystal Lake.....	----	----	----	----
Erie	----	----	----	21
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone.....Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb .....N. Y.	100,000	5	----	1½
Mineral Point.....	100,000	5	----	¾
Mount Hope .....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey .....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie .....Ca.	100,000	5	----	1
Placentia Bay.....N. F.	----	----	----	1½
Ramsay .....Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk .....N. Y.	100,000	5	----	----
Sussex .....N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill .....N. Y.	----	----	----	1
Coal & Anthracite:				
American .....Pa.	37,500	25	----	84½
Ashburton ..... "	50,000	50	----	19
Atlantic & G. C ...Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	2¾
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	10
Big Mountain .....Pa.	----	----	----	5½
Blackhall .....N. S.	8,000	25	----	----
Boston & Pictou ..... "	100,000	5	----	----
Bridgeport .....Pa.	20,000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler ..... "	----	----	----	47¾
Cape Briton.....N. S.	200,000	2½	----	----
Carbondale.....Pa.	----	----	----	3
Central ..... "	----	----	----	62
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	75¾
Cumberland (pref.)Md.	50,000	100	----	47
Daniel Webster	5,000	100	----	----
East Mahanoy.....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin .....Pa.	5,000	100	----	69½
Fulton ..... "	60,000	5	----	7⅞
Gilbertson	5,000	100	----	84
George's Creek.....Pa.	10,000	----	----	120
Grand Tunnel	4,000	100	----	50
Green Mountain....Pa.	----	----	----	4½
Hampton & Balt...Md.	----	----	----	91
Hazleton .....Pa.	32,300	50	----	75
Henry Clay.....	3,000	100	----	----
International .....N. S.	20,000	50	----	----
Lawrence .....Pa.	2,000	100	----	6½
Locust Mountain ..... "	----	----	----	52
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields ..... "	----	----	----	9½
Milford	2,500	50	----	----
Mill Creek.....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett .....R. I.	8,000	10	----	----
New Creek.....Pa.	----	----	----	1
North. & Luzerne ..... "	----	----	----	----
Penn..... "	100,000	50	----	195
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot.....Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac .....Md.	40,000	10	----	----
Powell .....Pa.	----	----	----	----
Preston ..... "	----	----	----	30
Princess Alex.....N. S.	5,000	100	----	----
Ridgeway.....	----	----	----	----
St. Clair .....Pa.	5,000	100	----	26
Schuylkill Valley ..... "	20,000	10	----	8
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	40
Stafford.....	----	----	----	----
Suffolk	4,000	100	----	23
Sugar Loaf .....Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. ..... "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	22,760	50	----	73

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) .....Col.	50,000	10	----	----
Acadia (G.).....N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	⅜
Alpine (G.) .....Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).N. M.	----	----	----	----
Am. Pioneer.....A. T.	----	----	----	----
Arizona (Silver) ..... "	----	----	----	----
Atlantic (G.).....N. S.	100,000	2	----	2
At. & Pac. (G.& S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.).....N. S.	200,000	2	----	----
Benton (G.)..... "	100,000	5	----	⅜
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) ..... "	100,000	10	----	----
Canadian (G.).....Ca.	200,000	2	----	50c
Central (G.).....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	90c
Chebucto .....N. S.	100,000	5	----	65c
Colonial (G.).....Ca.	100,000	2½	----	25c
Colorado (G.) .....Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.).....Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.).....Cal.	----	----	----	----
Excelsior (G.).....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry(G.S.)N.	----	----	----	----
Gunnell (G.)..... Col.	300 000	10	----	2½
Halifax (G.).....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.).....Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	¾
Isabella (G.) .....Col.	----	----	----	----
Kennebec (G.).....Ca.	100,000	5	----	----
Kent (G.).....N. S.	200,000	1	----	----
Lake (G.) .....Col.	----	----	----	----
Lake Major.....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	20
Massachusetts (G.)..Ca.	500,000	5	----	2⅝
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.).....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2¾
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
Nova Scotia (S.)..... "	100,000	2	----	2¾
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) .....Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) .....N. S.	100,000	5	----	----
Peninsular (S.)...L.Cal.	----	----	----	----
Picacho (S.) .....A. T.	50,000	50	----	----
Pontiac (G.)..... Col.	50,000	20	----	----
Prince Albert (G.).Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	9¾
Quicksilver .....Cal.	40,000	25	----	99
Renfrew (G.) .....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita.....Ariz. T.	----	----	----	----
Scottie (S.).....Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.).....Ariz. T.	----	----	----	----
Southam (G.) .....N. S.	100,000	5	----	----
Stafford (G.).....Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) .....Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) .....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	101
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,285	0,516	—	....	100
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	53½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	59
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,000	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	43,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	8[illegible],870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.80	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	281,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	447,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,533	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'n & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3,977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2[illegible]0,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	40
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	18
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	45
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	22
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	20
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	11½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	12
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	30
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	45
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	20
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Morigage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	Interest. When due.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered..	$9,415,250	6	Jan. & July.	1867	132
Loan of March 31, 1848.....registered	8,908,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850.....coupon..	2,052,000	5	" "	1865	225
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	112
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	110
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	111
" " " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	116½
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s)..... coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s)....registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " " " .....coupon		5	" "	1904	101½
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	----
" " " " " .....coupon		6	" "	1884	108
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	120
" " of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	90½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	"	1867	----
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	160
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,001	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	103
" — " " " ..... " ..	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k).. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	625,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325 500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	391,000	--	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,213,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks.....coupon	200,000	7	Jan, & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " .. "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,900,000	5	Jan. & July.	'66-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... " ..	600,000	5	" "	1891	----
" — " " ..... " ..	67,500	6	" "	'91-'96	99
" — " " (war loan) . " ..	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd	65
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	5,398,533	6	.....	.....	----
" — " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.).. "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	101½
" — " " (st'l'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")---- "	10 000	4½		1888	----
" — " " (")---- "	757,560	5		'42-'58	----
" — " " (")---- "	399,408	5		1880	----
" — " " (")---- "	148,711	5		'89-'90	103
" — " " (")---- "	133,689	6		pleas.	----
" — " " (")---- "	3,000,000	6		1870	107
" — " " (")---- "	35,000	6		1885	----
" — " " (")---- "	603,333	6		'89-'90	114
Massachusetts-State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sec.) "	150,000	6	" "	1870	----
" — " " (Buildings sec.) "	200,000	6	June & Dec.	'68-'77	123½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	Interest. When due.	Market Price.
Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	18·6	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	64½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	67
" — " " S.W. Branch.. "	4,500,000	6	" "	'57-'89	----
" — " " H.&St.Joseph "	3,000,000	6	" "	'73-'87	80
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,250	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " "	15,888,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	55½
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1865	95
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	100
" — " " (" ") .... "	1,600,000	6	" "	1875	102
" — " " (" ") .... "	4,095,309	6	" "	1881	105
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	---	" "	1866	----
" — " " (" ")..... "	279,313	---	" "	1868	----
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	---	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	93½
" — " " "	3,886,000	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	.....	.....	----
" —Relief Notes in circulation...	97,360	---	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	56
" — " " (inter. impr.) "	2,063,606	5	.....	Var.	43
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	55
" — " " (Hermitage) . "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	---	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	---	.....	.....	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (")--- "	1,100,000	6	" "	78-'86	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,856	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,854	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,294,908	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,398
1862	109,867	105,424	74,346	90,180	158,194	225,043	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,213
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,032	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	135,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,213	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,396
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	414,523	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,203,764	1,159,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,398
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,053
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	236,844	231,253	191,138	2,235,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,831	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,507
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,912	218,235	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	146,538	139,626	244,114	243,940	221,569	220,208	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						----
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						----
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1873	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834	1,000,000	5	Ja. Ap. Ju. Oc.	"	1867	102¼
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000	----	---	"	"	------	107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.	----	7	Jan. & July.	New York.	1892	----
1st " " (C. & M.) conv.	----	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----	8	Jan. & July.	" "	18..	----
2d " "	----	8	" "	" "	18..	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
	----	---			------	----
	----	---			------	----
	----	---			------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101¾
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	167,000	7	" "		1864	----
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	---
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			------	----
Endorsed by State of Tennessee	150,000	---			------	----
Mortgage (ordinary)	790,688	---			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			------	----
Endorsed by State of Tennessee	200,000	---			------	----
1st Mortgage (after State)	100,000	---			------	----
Redeemable in Stock	66,955	---			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	----	7			1891	----
Free Land, 2d Mortgage	----	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	139,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	110
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	115
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	'18
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	120
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	122
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	106
2d General Mortgage	2,194,500	7	" "	" "	1877	99
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	56
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	873,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	104
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	117½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	104
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114½
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	105
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	104½
Buffalo Branch	200,000	7	Jan. & July.		1891	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.		1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	30
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99¾
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-87	67
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	93
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	30
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,[illegible]36	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,931	—	335,010	109,500	21,63[illegible]	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May,'61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,566	122.4	281,451	408,[illegible]10	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,[illegible]09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183.357	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	16	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	18,968	8	----
29 Feb '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117¾
30 Nov. '63	8.48	5.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156.663	78.631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 0	155,916	195.055	61,2[illegible]	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612 367	117.4	570,410	1,424,772	720,462	12	120
20 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	81.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May,'58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	92½
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	117½
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1 083,054	448,503	—	41½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	105¾
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,40[illegible]	6	----
31 May,'63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	126
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	50
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,030,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,57[illegible]	998,000	11,036	2,491,368	84.0	355,887	598,09[illegible]	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	----	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	[illegible]57,302	774,615	307,527	13	159½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,440	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,7[illegible]	4,600,000	15,000	----	230.0	----	----	----	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	----	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	---	----	— }				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.8	---	---	----	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1.253,015	248,969	108.434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3[illegible]5,906	7,740,989	—	15,066,822	329.3	1,558,2[illegible]7	3,417,1[illegible]5	1,697,060	12	117
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,250	1,663,568	10,120,400	8,287,255	—	18'407,655	527.0	2,171,477	3,384,294	1,630,777	—	72
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	500,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	----	206.8	579,324	1,047,567	420,026	—	30
31 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	----	----	168.8	----	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]	116,862	—	71,513	4,500,000	----	----	114.0	95,371	241,482	128,556	—	----
30 Sep. '62	86.5	2.6	6.2	—	10	13	219	*St. Louis and Iron Mountain*	[illegible]	344,169	—	1,971,127	3,501,000	87,861	[illegible]	90.1	282,681	[illegible]	65,299	—	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,958	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	29	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	107¾
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	—	3,922,208	2,305,788	6	111
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	127
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	140
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	138
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6¾	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	121
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	----
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,634	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	128
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	508	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	122½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1¾	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	90½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	41½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb.&W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	149
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	—	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	----
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	—	470,078	125,286	7	66
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	—	37,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	—	366,846	153,718	4	95
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,180,730	*	—	500,000	750,000	277,210	—	24.7	—	81,121	13,183	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	—	259,921	113,533	—	----
31 Dec. '62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	—	124.2	—	3,040,148	1,728,548	10	150¾
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	—	144,386	65,128	—	15
31 Dec. '63	64.0	—	43.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	165
31 Dec. '63	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec. '63	.....	.....	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	—	239,889	154 908	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	----
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	—	—	—	—	----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	—	329,223	176,095	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108¾
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	----
31 Dec. '63	460.0	97.0	320.0	—	243	109	5,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469.481	3,511,414	7½	85½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	116¾
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,896	3,506,745	9	115
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1¼
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	----
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	----
30 Sep. '63	189.6	48.5	18.2	—	2[illegible]	[illegible]	348	Rome, Watert'n & Ogdensb'g.	3,091.576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365.668	585,201	279,210	6¾	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	----
— — '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	----
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	—	154,600	78,927	—	----
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '64	90.3	—	.....	—	22	26	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	—	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	180
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,565,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	----
30 Nov. '63	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	—	1,436,317	552,800	—	96
31 May '64	109.3	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	103
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	----
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	—	142.0	—	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	25	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791 362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	----
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	—	125.0	—	—	—	—	----
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,495,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	362,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	----
Dec 63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,996,636	*	25,000	3,314,775	6,651,830	38,272	10,152,632	250.0	1,279,950	1,439,798	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	.....	360,215	171,286	—	....
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	16
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,588	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,143	9	227
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,368	—	31
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	....
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,309,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	44
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4 132,935	130.0	319,162	363,367	89,991	8	57½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,396	273,391	—	25
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,430,250	16,949,124	—	38,245,668	356.9	5,211,202	1,891,413	5,111,413	—	64½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	332,489	179,565	9	58
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,009	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	27½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403 0	2,721,689	6,252,902	3,706,900	7	57½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	613,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	146½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,374,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200.5	647,029	2,540 248	1,602,119	10	68
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	13,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	104½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,517	8,500	—	.....	13.6	24,916	31,702	9,718	....	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	—	.....	1,499,636	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,622,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859	.....	—	....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	—	—	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56 0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	182,846	196,568	—	....
— — '59	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,837	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	.....	1,687,500	ope	r. by Vt.	Central	.....	8	106
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	798,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—				—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,532	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,300	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
31 Dec. '61	199.9	—	24.9	27.8	—	—	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	50
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	* *	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	2,011,860	1,649,510	1½	....
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	.....	.....	.....	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	....
1 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132-555	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	.....	2,027,438	1,385,924	13	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54¾
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	72
Cochecho (preferred)	177,750	8	--	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & William-port (preferred)	500,000	---	—	50½
Erie (preferred)	8,535,700	7	7	101
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	952,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	104
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	103
2d Mortgage	294,750	6	------	------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	69
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	96½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	10	215½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	---------	---	----
Lehigh Navigation	50	2,479,950	6	75½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	---------	—	----
Sault Ste Marie	100	---------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	78½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash) ..... per ton 61 — @ 64
Pig, American, No. 1 ..... 58 — @ 60
Bar, Swedes, assorted sizes (in gold) ..... — @ 92 50
Bar, English, Refined ..... 180 — @195 —
Bar, English, common ..... 165 — @180 —
Band, English ..... 225 — @ — —
Horse Shoe ..... 220 — @ — —
Rods, English ..... 200 — @210 —
Hoop, English ..... 230 — @310 —
Nail Rod ..... per lb. — 15 @ — 17
Sheet, Russia ..... per lb. — 30 @ — 33
Sheet, English, Single, Double and Treble. — 10 @ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.) ..... per lb. — 30 @ — 37
English Spring ....(1st & 2d qlty.) ..... — 18 @ — 21
English Blister ....(1st & 2d qlty.) ..... — 20 @ — 31
English Machinery ..... — 20 @ — 24
American, Blister ..... — 16 @ — 20
American, Cast, Hammered ..... — 30 @ — 34
American, Cast, Rolled ..... — 19 @ — 23
American Spring ..... — 15 @ — 20
German ..... — 21 @ — 23
Milan (in bond) ..... — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ....(suits) ..... per lb. — — @ — 65
Sheathing. &c. Old ..(cash) ..... — — @ — —
Sheathing, Yellow ..... — — @ — 50
Pig, Chile ..... — — @ — —
Bolts ..... — — @ — 65
Braziers' ..... — — @ — 65
American Ingot ....(cash) ..... — 48½ @ — 49

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena ..... per 100 lb. — — @ 15 50
Spanish ..... 14 50 @ — —
German Refined ..... 14 50 @ — —
English ..... 14 50 @ — —
Bar ..... per lb. — — @ — 18
Pipe and Sheet ..... — — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca ..... per lb. — — @ — 72
Straits ..... — 61 @ — 61½
English ..... — 59 @ — —
Plates, Charcoal I. C ..... per box 20 — @ 21 50
Plates, I. C. Coke ..... 17 50 @ 18 —
Terne, Coke ..... 15 50 @ 16 —
Terne, Charcoal ..... 18 — @ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d ....(cash) ..... per 100 lb. 8 50 @ 9 —
Clinch ..... (cash) ..... 10 — @ 10 50
Horse Shoe, Forged ....(cash) ..... per lb. — 40 @ — 45
Wrought English ....(cash) ..... — — @ — 70
Ausable Horse, Norway Iron, Forged ..... — — @ — 50
Zinc Nails ..... (6 mos) ..... — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine ..... per lb. 1 15 @ 1 20
Para, Coarse and Medium ..... — — @ — —
Carthagena, &c ..... — 70 @ — 72
Guayaquil ..... — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity ..... — 50½ @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test). — 90 @ — 51
Refi'd, in bd. L.S. to pr. Wh. (110@120 test). — 70 @ — —
Naptha, Refined, (60@63 gravity) ..... — — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th 22.	F. 23.	Sat. 24.	M 26.	Tu 27.	W. 28.
American Coal Co.	85½	83½	84½	----	84½	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	104	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	34½	34¾	35	----	34½	36
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	92	----	----	93
" " pref.	95	----	----	----	95	----
" " 1 M.	----	----	----	----	106½	----
" " Inc. b'ds	90	----	----	----	----	----
Chicago, Burl. & Q.	117½	----	117	----	116½	----
" " " 8 p.c.	----	----	120½	----	----	----
Chic. & Northwest'n	40½	43¾	41	----	41¼	41¾
" " pref.	71	77	71¾	----	71½	71½
" " 1st M.	----	----	97½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	104½	103¾	104	----	105½	106
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	97½	93½	94½	----	96	97
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	80	----	----	----	80	80
Clev. and Toledo	109	108	119	----	----	108
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	45	44½	46	----	46½	47½
Del. & Hudson Canal	215½	210½	211	----	212½	212
Del., Lack. & West.	----	----	----	----	230	227
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	89	87½	88	----	87	88½
" pref.	100	100	101	----	----	----
" 1 M. 7 p.c. '67	----	104½	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	106	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	105
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	30	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	115	115½	116	----	117	117½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	110
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	125	124	125½	----	125½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	33½	33½	33½	----	32½	31
Michigan Central	116	118	117½	----	117	116½
" S F. 8p.c. '82	----	----	----	----	----	122
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	71	70½	70⅞	----	72	71½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	106	----	----	106	106
" " 2 M.	----	----	----	----	95	----
Mil. and P. du Chien	----	52	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	63¾	64	64	----	64	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	67½
New York Central	114	114	115	----	115	114⅞
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	106	----	----	----	----	----
" " 6s, S.F. '87	106	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	33	33	34	----	33⅞	33¾
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	195	195	----	----	----	195
Phila. and Reading	114½	114	114½	----	114½	114¼
Pitts. Ft. W. & Chicago	101½	101½	102½	----	103½	104½
" " 1M.	112½	112½	----	----	----	----
" " 2M.	----	104	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	95	94½	95	----	95½	97½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	75	70	73	----	----	----
" " 1M.	101	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	56	----	----	56	----
Toledo & Wabash	83	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	100½
" " 2M.	83	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	50	----	----	----	----	50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th.22.	F.23	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	110	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	112
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	101½	100¾	101⅛	----	102	101¾
U. S. 5s, 10-40s, reg.	----	----	100½	----	----	----
U. S. 6s, 1881, reg.	111	109½	----	----	----	111½
U. S. 6s, 1881, cou.	116½	116½	116½	----	116½	116½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97½	96	97	----	96¾	96¾
U. S. 6s, 5-20s, coupon	108½	107	108¼	----	109	108¾
U. S. 6s, 5-20s, new	107½	106¾	108⅛	----	108½	108¾
U. S. 6s, " reg.	----	105½	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	120⅝	121	----	----	----	120⅛
American Gold	221	221	----	----	217½	221¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	16	16	----	16
" preferred	37½	37½	37¾	37½	----	37½
Camden & Amboy	151	----	150¼	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	107	107	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	36½	----	36
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	81	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	44	----	44
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58	57½	57¼	----	----	57½
Morris Canal	----	----	----	----	----	----
" " pref.	125	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	25	----	----	----	----	----
" " 6s	98	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	56¾	----	----	----	----	53
Pennsylvania R. R.	65½	65½	65	64¾	----	64¾
" 1st m.	112	111½	----	111½	----	----
" 2d m.	----	106½	----	----	----	----
Penn. State, 5s	93	91	92	93¼	----	93½
" " 5s, coupon	----	----	----	95	----	----
" " 6s, W. L.	102	102	----	----	----	----
Philadelphia City, 6s	----	98¾	----	----	----	95½
" " new	----	----	----	99	----	----
Philad., Germ. & Nor.	----	58	58	58	----	----
Phila. & Reading	57½	59½	56¼	57¾	----	57¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	101	101	101	----	----
Philadelphia & Erie	27½	26½	26	25⅞	----	27½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	39¾	39	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	14½	----	----	14¾
" " 6s '78	----	60	----	60	----	----
Union Canal, pref.	3	----	----	----	----	----
" " 6s '83	----	21	----	----	----	22
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	70	70	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	----	----	108½	----	----	109
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	109	----	----	----	----
Balt. and Ohio	113	112½	----	----	----	111
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	109
Northern Central	----	----	55	----	----	----
" " b'ds, '85	101½	101½	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	125½x	----	----	127
Boston and Providence	----	----	140	----	----	----
Boston and Worcest	----	----	138	----	----	----
Cheshire, pref.	----	----	55	----	----	54¾
Concord	----	----	66	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	105½x	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	121
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	93	94	----	----	95½	95
Old Colony and Fall R.	122	----	121	----	122	122¼
Ph., Wil. & Baltimore	68½	68½	68	----	67¾	68
Portl'd, Saco & Ports.	----	----	107¾	----	----	----
Vermont & Canada	106	106	106	----	106	106
Vermont & Mass.	----	41½	----	----	----	----
Western	----	----	149x	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	103	102	101	----	----	101
Metropolitan "	53	53	52½	----	----	----
Middlesex "	----	----	----	----	----	59
Central Mining Co.	----	----	----	----	----	----
Franklin "	55	54	56	----	55	54¾
Isle Royale "	----	----	----	----	----	----
National "	27½	----	----	----	----	----
Minnesota "	26	26½	----	----	----	26½
Pewabic "	----	57	57½	----	----	58
Pittsburg "	----	----	----	----	----	----
Quincy "	99	----	99	----	99	99
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of December:

Maryland 5s	65	to	62
United States 6s, 1881	42½	"	43½
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	38½	"	39½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 31, 1864.

Stock Exchange and Money Market.

The gold barometer the last week gave tokens of great disturbance. On Monday it marked 208 a very considerable decline from its previous range. On Tuesday, however, it went up about 9 per cent., and the reason given for the advance was that Hardee had escaped from Savannah with 15,000 men. Political economists would be apt to receive this explanation with some grains of allowance. Perhaps they would rather believe that the shorts were temporary sufferers, and had to pay any price that was demanded of them. A cotemporary suggests that the 25,000 or 33,000 bales of cotton captured at Savannah, should be immediately shipped to Liverpool, turned into gold, and in this form be returned to the United States. We think this a feasible proposition and a good one. We know that while Mr. Chase was Secretary of the Treasury, by an error in a telegram, a much larger amount of specie was remitted to England from San Francisco than was ordered to be sent there; he was advised to bring it back to the United States by a direct remittance. The only objection he made to the proposition was that it would have to come back in a British steamer, which, with all due respect, was no reason at all. If it had come over to the extent of about four millions as it might have done, it would have helped gold a good way on its fall at a time when such a result would have been extensively beneficial.

So at the present time the same result might be obtained by the sale of the Savannah cotton abroad. For the cotton speculators in England, as we see by the last advices, have renewed their operations in this staple to a great extent, about $130,000,000 being now invested in the hope of a further rise, founded on an entire misconception of the result of the late Presidential election. They argue because Mr. Lincoln was re-elected, the war will last for many years longer, especially for two reasons, viz.: that he will designedly protract the war for the benefit of his party, and next because the confederates more exasperated than ever will hold out more vigorously. Therefore the supply of cotton will still be on the smallest scale from the Southern States. Now in these opinions, time and not a long time either, will show they have been entirely mistaken. The result will in all respects be quite the reverse. The event alluded to, gave new power to our policy, invigorated our army, and has conduced to its triumphs. These latter assure us that ere long, the whole of the cotton held in the South will be liberated and in market, and we may count, that as much as one year's crop will find its way into the hands of both foreign and domestic manufacturers. The English prints estimate that a decline of one half of the present price abroad, which advanced 30 per cent upon the calculation already alluded to, would produce a loss of upwards of sixty millions of dollars to the present holders of the stock in hand and contracted for in India and Egypt.

If Mr. Fessenden would therefore place the captured cotton at Savannah in the foreign market and bring home to the Treasury the proceeds in gold which it is estimated at present prices would be nearly six millions of dollars, it would be an operation that would be equal to a great victory. It would hit the right people both in England and New York, and make an immense difference in our currency, and money market.

We learn that several of the associated Banks of this city have wisely, even if reluctantly, determined to come into the National system. Among them are the Park Bank, the Mercantile, Broadway Bank and Bank of the Republic. Sooner or later they will all adopt this measure as they lose nothing by it, but gain a great deal. The total amount of National Bank currency is at the present moment about $74,000,000 equal to half we believe of the other bank circulation afloat. It must eventually supersede all other kinds because it approaches nearest a national currency, and is at par every where from its character and availability.

With regard to the National finances we can

not learn what policy is yet decided upon by the Secretary of the Treasury. We are informed that he has issued a circular announcing that the subscriptions to the 10-40s which are now quoted at 102 will be suspended on the last day of the present month. What is to be the alternative loan for the public remains to be seen. The coupon 6s of 1881 stand well in the market, selling at 116; the registered 6s of 1881 have advanced to 111, the 7-30s to 120, and the 5-20s to 108. All this speaks well for Government securities, which as the war approaches its close, must go up to a high figure.

We believe it is the true policy of the Government to stop the further issue of gold bearing interest bonds, not because we think we shall fall short in the receipts at the Customs for that purpose, but because the negotiation of future currency loans will be rendered so much easier.

The present gold bonds will then probably rise to 150, just as the California and other gold bonds have risen, and will be too dear for ordinary investors. Currency 7 per cent bonds will then be the best and cheapest investments remaining, and will be absorbed as fast as they are offered to the public.

The Money Market is easy, easier than usual at this season of the year, but the rate keeps up. There are so many speculative operations afloat with the promise of large profits, that both capital and credit are liberally used to "await the triumph and partake the gale."

It is asserted by those who have access to the proper channels of information, that the *increase* in the amount of gold received for duties beyond that of 1863, in New York up to the 24th inst., will be $9,000,000, and it is *stated* that the whole receipts for the year will be $80,000,000, which will be about $20,000,000 more than the whole of the present charge for interest payable in gold. Such is the accumulation of capital owing to the large outlays of the Government, and so evidently near its termination is the rebellion, we believe that loans with the interest payable in paper would be readily and freely taken, for everybody must see that the war over and our expenditure cut down to the peace standard, a Government paper dollar will soon be the same as one in gold, and the public will neither know nor see any difference. This is the certain tendency of things when peace returns. The quotations for all Government stocks will then be regulated by the amounts of interest payable, rather than their form. Mr. Chase always contended, and in a recent speech reasserted that he never forgot the idea of an early resumption of specie payments, and never doubted his ability to secure this object with very short preparation. The revenue is turning out so much larger than was even hoped for, that one year's income if it could be applied to the redemption of the outstanding legal tenders, would enable the Treasury to retire them in a single year, if it could be relieved from the necessity of further loans.

A cotemporary publishes a plan of substituting taxes on sales instead of the many which now produce the revenue. The proposition is to make the collection by means of stamps of various denominations affixed to each invoice or bill of goods or personal property every time a sale occurs. The amount of transfers of property of this nature is thousands of millions every year, and it is supposed the revenue from this source alone would be $700,000,000 per annum.

This is a startling assertion but has foundation. Our readers will remember that we have for a long time recommended the principle, though we have not attempted to put it in a practical form. Every one who buys or sells does so in the expectation of an advantage and a profit. Every ordinary transaction of this kind is voluntary, and the stamp would never hinder the ratification of a bargain any more than it does now. There is a good deal of force therefore in the proposition referred to. If the necessary revenue could be obtained in this way we should get rid of many of our present annoyances in the shape of taxation, which though we loyally submit to and are willing to bear, are yet a great annoyance.

Railway shares and securities are dull but firm. The changes in rates are given in our usual tables.

The balance in the Sub-Treasury on Tuesday was $22,668,270.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 27, was $1,636,890 against $2,916,434 in 1863, and $1,667,-936 in 1862.

The exports from New York for the week ending December 27, were $1,619,706 against $3,424,351 in 1863, and $2,951,636 in 1862. The shipments of specie since January 1, have been $49,030,000. The exports since January 1, have been $209,751,385 against $169,324,807, in 1863, an increase of $40,-426,578. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 24, was $66,520,935.

The value of foreign goods imported into the port of Boston for the week ending December 23, were $147,428, against $318,872 for the corresponding week in 1863. The exports were $522,-331 16, against $358,939 42 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $39,467.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut State 6s, 103; Ohio 6s, 1875, 102; Illinois War Loan, 100; North Carolina 6s, 60; Central R. R. of New Jersey, 175; N. Y. and N. Haven, 120; McGregor Western 1st mort., 79; Peninsula 1st mort., 85; Mariposa 1st mort., 90; do., 2d mort., 33; Sixth Avenue R. R., 110; Atlantic M. S. S. Co., 150; Ashburton Coal, 19; Schuylkill Coal, 8; Copake Iron, 4; 4th National Bank, 97; Central Bank, 105; Shoe and Leather Bank, 108; Importers' and Traders' Bank, 111; Merchants' Bank, 115; Nassau Bank, 110; N. Y. Co. Bank, 155; Bank of Commerce, 118; Merchants' Ex. Bank, 105; Am. Ex. Bank, 131.

Philadelphia.—Pittsburg coupon 5s, 75; Allegheny Co. coupon 5s, 79; North Branch bonds, 40; 10th and 11th streets, R. R., 45; Atlas Oil, 2; Bergen C. and O., 4½; Bruner, 1⅞; Big Tank, 2¼; Continental, 2¼; Cherry Run, 28; Curtin, 15⅞; Corn Pl., 7⅜; Caldwell, 7¾; Cow Creek, 2; Dunkard Creek, 1¾; Dalzell, 9½; Densmore, 7; Eldorado, 2; Excelsior, 1½; Egbert, 4; Feeder Dam, 81 Franklin, 2½; Fenango, ⅞; Germania, 1⅛; Great Western, 8⅜; Great Basin, 3⅛; Howe's Eddy, 1¼; Hibbard, 2; Hoge Island, 81 Hyde Farm, 5; Irwin, 11; Krotzer, 1⅜; Keystone, 1½; Maple Shade, 38; Mineral, 2⅞; McCrea and C. R., 1¾; McClintock, 5; McElheny, 5⅞; Mingo, 3¾; Noble and Delamater, 10⅛; Olmstead, 2½; Oil Basin, 9½; Oil C. and C. R., 4; Oil Creek, 7½; Organic, 1; Perry, 4⅛; Petroleum Centre, 3½; Rock, 4; Story Farm, 2⅜; St. Nicholas, 4¼; Seneca, 6¼; Tarr Home, 81; Tarr Farm, 3; Union Petroleum, 2; Upper Economy, ⅞; Walnut Island, 2¾; Watson, 2½; Amygdaloid Copper, 25; Preston Coal, 30; Shamokin, 14; Big Mt., 5⅞; Green Mt., 4¼; N. Y. and Middle Coal Fields, 9½; Locust Mt., 52; Commercial Bank, 50½; Philadelphia Bank, 159; Farmers' and Mech. Bank, 69; Mechanics' Bank, 34; Bank Penn Township, 44⅛; Kensington Bank, 100; Girard Bank, 51; Bank of North America, 189½. The latest quotations are: City 6s, 95@95½; do., new, 98¾@99; State 5s, 93@93½; do. coupon, 94@96; do., 6s, W. L., 103@104½; Phila., Wil. and Balt., 68; Reading, 57¼@57¾; do., 6s, 1870, 101@102; do., 1886, 135½@135½; Camden and Amboy, 150@150½; Penn. R. R., 64⅛@64¾; do., 1st mort., 111@112; do., 2d mort., 106@106½; Little Schuylkill R. R., 43¾@44; Morris Canal, 94@96; do., pref., 120@125; do., bonds, 103@103; Wyoming Valley Canal, 69¾@70; do., 6s, 96½@100; Susquehanna Canal, 14½@14⅞; do., 6s, 59½@61; Sch. Nav., 33½@34; do., pref., 39@39¾; do., 6s, 1882, 84@85; Union Canal bonds, 22@22¼; Delaware Div. Canal. 35¼@36⅛; do., bonds, 95@97; Elmira and Williamsport, 31@34; do., pref., 50½@51; do., 7s, 1873, 105@107; do., Chattle 10s, 75@78; Long Island R. R., 47@49; Lehigh Coal and Navigation, 70@74; North Pennsylvania, 27@29½; do., 6s, 97@98; do., 10s, 110@120; Philadelphia and Erie, 27@28; do., 6s, 101@102; Minehill, 57@57¾; Catawissa, 15@18; do., pref. 37¼@38; Lehigh Valley, 80@86; do., bonds, 100@101½; Fifth and Sixth streets, (horse,) 45@49; Second and Third, 67½@69; Race and Vine, 11½@12; West Philadelphia, 72@72; Spruce and Pine, 30@35; Green and Coates, 20@26; Chestnut and Walnut, 40@50; Arch, 18@20; Thirteenth and Fifteenth, 20@30; Girard College, 22@26; Tenth and Eleventh, 45@47; Norristown, 57½@58.

Boston.—Northern (Ogdensburg) 2d mort., 30; Boston and New York Air Line 6s, 58; Rutland and Burlington 1st mort., 68; do., 2d mort., 26; Vermont Central, 1½; do., 2d mort., 25; Connecticut and Passumpsic Rivers R. R., 72½; do., 6s, 99; Nashua and Lowell R. R., 128; Hartford and New Haven R. R., 117; Bear Valley and Summit Br. R. R., 24¾; Western R. R. 6s, 1875, 105¼; Mad River and Lake Erie, R. R. 6s, 1900, 68; Eastern R. R. 6s, 1874, 103; Boston and Lynn horse R. R., 100; Boston 5s, 1871, 115; do., 1883, 120; do., 6s, 1874, 105⅛; Augusta 6s, 1870, 98; Albany 6s, 1871, (W R. R.) 103½; Bangor 6s, 1874, 94¼; Portland 6s, 1870, 98½; Hallowell 6s, 1870, 97; Vermont 6s, 1871, 99; Boston Water Power, 36; Cary Imp., 11¼; Essex Co., 96½; Mt. Pleasant Coal, 35¼; Mammoth Vein Coal, 32¼; Maca Coal, 20; Butler Coal, 47¾; Franklin Coal, 69¼; Belmont Coal, 10; Short Mt. Coal, 40; Gilberton Coal, 84; Am. Telegraph Co., 175; Cambridge Gas, 97½; Fulton

Oil, 6; Cambridge Water Works pref., 101½; do., 6s, 1883, 100; Mt. Vernon Bank, 110; Merchants' Bank, 112; Boston Bank, 81; State Bank, 90; Washington Bank, 124; 3d National Bank, 100¼; Bank of Commerce, 115½; Boston National Bank, 100; Suffolk Bank, 237; Rockland Bank, (Roxbury,) 117¼; Tremont Bank, 148; Globe Bank, 139; Traders' Bank, 98½; Atlas Bank, 121¾; Market Bank, 104; Railroad Bank, (Lowell,) 89; 2d National Bank, 120; Hamilton Bank, 156½; Eliot Bank, 103; Blackstone Bank, 105½; Acton Mining Co., 1⅜; Albany and Boston, 25; Almada Silver, 5; Arnold, 1; Boston, 4; Buckingham Plumbago, 1¼; Bedford, 95c.; Brome, 1½; Brandon, 105½; Bay State, 22; Black River, 15c.; Copper Falls, 30; Concord, 5; Clarendon Gold, 21; Fuller Oil, 6; French Creek, 1; Great Basin Oil, 3⅛; Hancock, 8; Highland, 6½; Huron, 41; Hanover, 2½; Humbolt, 10; Manhattan, 7⅛; Mesnard, 6¾; Nova Scotia, 1⅛; Ottawa, 30c.; Pontiac, 3½; Pittsburg and Boston Oil, 2½; Renfrew Gold, 50c.; Star, 7⅜; Superior, 8; South Side, 3½; St. Clair, 8; Tremont, 3; Winthrop, 2¾.

Baltimore.—Penna. Oil, 1; Laurel Cannel Coal and Oil Co., 4.90; Virginia Coal and Iron, 5.50; Am. Gas Coal, 2; Maryland Copper Co., 0.65; Springfield, 1.40; Bare Hill, 3.05; Santa Clara, 26; Balt. Chrome, 1.75; Canton Co., 35; Com. and Farmers' Bank, 41¼; Howard Bank, 10; Franklin Bank, 13⅜. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1867, 102@104¼; do., 1875, 108@110; do., 1880, 108@110; do., 1885, 109@109¼; Northern Central, 54¼@55½; do., bonds, 1885, 101@102; N. W. Va., 00@05; do., 1st mort., 107@109; do., 2d mort., 101@105; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@100; Central Ohio 1st mort., 93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 89½@90; do., guar., 108@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 108½@109; do., 1886, 109@109¾; do., 1890, 109@110; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 16@18; Canton Co. 33@34¾; Gardner, 0.50@0.90, Gas Coal, 1.90@2.00; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.30@1.40; George's Creek, 120@127¼; Santa Clara, 24½@25¾; Balt. Chrome, 1.60@1.75; Bare Hill, 3.00@3.10; Atlantic Coal, 1.30@1.40; Mineral Hill, 1.50@1.80; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 5.05@5.20.

Central Pacific Railroad.

San Francisco, Dec. 22.—The report of the Central Pacific Railroad, (the California end of the Pacific Railroad,) shows the earnings of the thirty-one miles of the road for the seven months it has been in operation to be one hundred and three thousand dollars in gold, of which forty-eight thousand dollars in gold was net profit. The road is graded twelve miles further into the mountains.

New Castle and Franklin Railroad.

A meeting of the stockholders of this company will be held at Newcastle, Pa., on the 9th of January next for the purpose of electing directors, etc.

Finances of Albany.

The receipts and disbursements at the office of the City Chamberlain for the fiscal year ending November 1, 1864, were:

Balance from previous year	$103,600 22
Receipts from November 1, 1863, to Nov. 1, 1864	759,936 82
Total	$863,537 04
Disbursements	796,981 34
Balance Nov. 1, 1864	$66,555 70

Delaware and Hudson Canal Company.

There will be apportioned among the stockholders of this company, on the 12th of January next, 12,500 shares of new stock in the ratio of one share to every seven shares of stock then held by each; certificates of stock so apportioned will be ready for delivery on and after the first day of January, (the same day on which the usual cash dividend will be paid.) No scrip will be issued for fractions of a share, but the number of shares representing the aggregate of such fractions will be sold at public auction on the 26th of January, and the net proceeds paid to the stockholders on and after the 1st of February next, according to their respective interests. The Government tax on the above mentioned apportionment will be paid by the company.

Cedar Falls and Minnesota Railroad

The first regular train over the Cedar Falls and Minnesota railroad was run on the 1st of December. Great credit is due the officers of the road for the energy displayed in pushing forward the work.

The Albany Bridge.

Hon. John A. Griswold gives notice to the opponents of the Albany Bridge that the Congressional Committee, to whom the subject has been referred, will hear parties, *pro* and *con.*, on Friday, January 6th.

Northern Central Railway.

The work of laying the second track on this line is progressing rapidly. The rails will, it is said, all be down within a short time, when there will be a double track from Baltimore to Sunbury.

New England Mutual Life Insurance Co.

The annual meeting of this company was held in Boston on the 21st inst. The following gentlemen were elected directors for the ensuing year, viz: Willard Phillips, Thos. A. Dexter, Marshall P. Wilder, Sewell Tappan, Wm. B. Reynolds, Geo. H. Folger, Francis C. Lowell, James S. Amory, Charles Hubbard, Homer Bartlett, Benj. F. Stevens. Mr. Stevens, Vice President of the Company, was elected in place of the late Charles P. Curtis, Esq. The report of the directors exhibits a highly satisfactory condition of affairs.

☞ The Boston and Worcester Railroad Com- propose to construct a road from their present location in Albany street, across Fort Point Channel and over the South Boston flats to deep water, and to construct and use wharves on said flats, under such provisions as the General Court shall deem proper; and authority for the said extension will be asked at the coming session of the Legislature.

☞ The receipts into the treasury of Wisconsin last year amount to $2,550,648; expenditures, $2,443,027. The whole amount of State indebtedness is $2,150,000.

Railways in England.

We learn that the question is being agitated pretty freely in England, of the Government's taking possession of all the railways in that country under an act of Parliament which had been almost lost sight of.

In 1844 an act of Parliament was passed entitling the Government to take possession of every railway, branch or section of a line thereafter constructed, upon giving 25 years purchase of the divisible profits, in no case to exceed 10 per cent. It is thought that by this measure fares can be largely reduced, and that the example of the Belgian railways worked by the Government with great economy and success may be safely followed.

The Lake Tunnel.

The work on the tunnel under Lake Michigan, at Chicago, is said to be progressing at the rate of twelve feet per day. Eleven hundred and thirty feet are already finished. In the course of the mining many curious kinds of earth and stone have been discovered, which are being collected and placed in a cabinet. A Chicago paper says: "Petroleum has been found in large quantities, and several stones from which the oil issued freely were exhibited to the visitors. Sulphate of iron has also been discovered in many places. At present there is nothing taken out but a sort of blue clay that is very much of the consistency of beeswax. It becomes very hard as soon as exposed to the air, and has proved to be a most excellent substance for grading."

Wealth and Resources of Maine.

This State is the tangent of the Union, and touches the British provinces at the extreme North Eastern point of our States. Its boundary line was for a long time disputed by the British Government, and was at one time referred to the King of the Netherlands for his adjustment and decision. This decision made in 1831 was unsatisfactory to all parties, and the difficulty which at times assumed a serious aspect was not settled until 1842 by the Ashburton treaty. Perhaps no negotiation was ever attended from first to last with so many curious incidents. Some of these were made the subject of an address in this city by the late Daniel Webster.

The neighboring province of New Brunswick affords a good opportunity of contrasting in some particulars the progress made by a free state and a foreign possession.

Maine contains 31,766 square miles or about 20,330,240 acres very nearly of the same size as New Brunswick. It was originally a part of Massachusetts, and was admitted into the Union in 1820. In 1860 its population was 628,279 having almost doubled in ten years. It contains eleven principal cities and towns of which the most flourishing and populous are Portland and Bangor, the former containing 26,341 inhabitants, and the latter 16,407. Biddeford is the next in rank having a population of about 10,000. The others vary from 3,500 to 9,000.

The improved land consists of 2,677,216 acres, and the unimproved 3,023,539 acres.

The value of the improved is $78,690,725, and of the implements of husbandry used in their cultivation $3,289,327.

The live stock is as follows: 60,638 horses, 104 asses and mules, 147,315 milch cows, 79,792

working oxen, 149,827 other cattle, 452,472 sheep, 54,783 swine.

The animal products were butter 11,687,781 lbs., cheese 1,799,862 lbs., wool 1,495,073 lbs., animals slaughtered, in value $2,780,179, and wax and honey 323,454 lbs.

The cereal crops were as follows: wheat 233,877 bushels, rye 123,290 bushels, Indian corn 1,546,071 bushels, oats 2,988,939 barley 802,109 bushels, buckwheat 339,520 bushels.

The commercial crops were, Tobacco only 1,583 lbs., hops 102,987 lbs., hemp 50 tons, flax 2,997 lbs.

The miscellaneous crops were as follows:

Peas and beans bushels	246,918
Irish potatoes "	6,374,617
Sweet " "	1,435
Wine gallons	3,165
Hay tons	975,716
Clover seed bushels	48,851
Grass seed "	6,307
Flax seed "	489
Maple sugar lbs	306,742
" molasses	
Sorghum "	
Silk cocoons	73

The value of the orchard products was $501,767, of market gardens $194,006, and of home made manufactures $490,787.

The manufacturing establishments are 3,582 in number with a capital of $22,000,000 using annually raw material of the value of $20,861,452 employing about 40,000 operatives, and turning out fabrics of the value of $36,075,498. The following table gives the value of the principal articles of production. At the head of them all stands

Lumber	$6,784,981
Cotton goods	6,636,623
Leather	2,011,034
Wool and mixed goods	1,674,800
Boots and shoes	1,661,915
Clothing	1,632,946
Flour and meal	1,576,863
Fish	1,050,755
Steam engines and machinery	681,295
Agricultural implements	339,180
Iron castings	429,896
Iron bar and rolled (5,300 tons)	332,000
Printing	294,937
Furniture	236,534
Illuminating gas	148,852
Spirits (452,000 gallons)	142,500
Malt liquors (7,230 bbls.)	36,169
Soap and candles	53,637
Jewelry, silverware	34,240
Musical instruments	32,850

The total value of the exports and imports in 1860 was $5,375,630. The total movement of tonnage the same year was 510,000 tons. The total tonnage owned in the State, much of it employed elsewhere is 801,941 tons. The Railways in 1863 were 509 miles in extent, and their cost of construction was $17,788,316. They are 14 in number and the longest is the Atlantic and St. Lawrence 78 miles, being a part of the trunk line to Quebec, Montreal.

The artifical navigation works consist of the Cumberland and Oxford Canal from Portland to Sebago pond 20 miles, and an improvement in the Saco river which gives it boat navigation for 30 miles.

The public debt of the State in 1860 was $1,162,727.

The surface of the Country is elevated and mountainous. The lands on the Kennebec and St. Johns are very fertile. The forests are extensive and valuable, the coast is indented with good harbors, its quarries furnish large quantities of the best granite, its rivers salmon in abundance, and its sea fisheries are very lucrative.

The neighboring province of New Brunswick is also very flourishing, having as large a commerce but not so much population. The soil is also represented as being generally fertile, the river St. John is one of great importance, heading in the State of Maine and affording an outlet to both countries for large amounts of lumber. Through the effect of the Reciprocity treaty both are doing well, and though the lumber trade of both was at one time over done from speculation, it is now carried on with great regularity and success.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 23, 1864, was as follows:

Passengers	$20,096 38
Freight and live stock	38,718 70
Mails and sundries	5,230 42
Total	$64,045 50
Corresponding week of 1863	57,712 15
Increase	$6,333 35

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 14, 1864, were:

	1864.	1863.
Passengers	$2,278 84	$2,137 23
Freight	5,540 44	6,647 70
Express	104 16	104 16
Mails	296 58	296 58
Total	$8,220 02	$9,185 67

Receipts from January 1st to Dec. 14:

1864	$558,228 17
1863	397,567 15
Increase	$160,661 02

The earnings of the Marietta and Cincinnati Railroad for the 2d week in December:

	1864.	1863.
Passengers	$8,095 08	$4,303 40
Freight	13,157 71	11,676 70
Mail, express & telegraph	1,079 58	907 00
Total	$22,332 37	$16,887 10
Total since Jan. 1	$966,538 33	$674,444 66

The earnings of the Grand Trunk Railway for the week ending Dec. 17, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$34,309 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	75,865 00
Total	$113,298 00
Corresponding week, 1863	111,967 00
Increase	$1,331 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in Dec. were $48,707 00
Corresponding week of previous year.. 40,643 00

Increase $8,004 00

The earnings of the Toledo and Wabash Railroad Company for the third week of December, 1864, were $50,900 00
Corresponding week of previous year. 17,869 00

Increase $33,031 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of December, 1864, were $92,639 00
Corresponding week of previous year. 71,373 00

Increase $21,266 00

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1864 $86,940 00
Corresponding week of previous year.. 59,632 95

Increase $27,307 05

The earnings of the Chicago and Rock Island Railroad for the 3d week in December, 1864, were $88,572 00
Corresponding week of previous year.. 46,905 00

Increase $41,667 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 3d week of Dec., were $131,756 00
Corresponding week of 1863 79,993 00

Increase $51,761 00

The Railway Crossings.--Highway.--Negligence.

The recent case of the Manchester, South Junction and Attrincham Railway Company, appellants, and Fullarton, respondent, was an action brought by James Alexander Fullarton, the plaintiff below, against the Manchester, South Junction and Attrincham Railway Company to recover damages for alleged negligence and misconduct of their servants, in discharging steam through the mud-cocks of one of the engines on their line; in consequence whereof the plaintiff's horses took fright, ran away with and broke the carriage to which they were harnessed, and injured themselves.

At the hearing before the judge of the County Court of Lancashire, holden at Manchester, England, on the 1st of January last, the following facts were proved:

Close to the Attrincham station the defendants' line of railway crosses on the level a turnpike road leading from Attrincham to Timperley and Stockport, on which there is a considerable traffic. At the crossing there are, as usual, gates, which, when any train or engine is approaching, are closed across the road on each side of the line. These gates are in charge of the railway company's servants.

On the 7th of September, 1862, a train arrived at the Attrincham station at 1.30 P. M., on its way from Bowden to Manchester. This train drew up alongside the platform, to enable passengers to alight and get in, and being rather long the engine was obliged to draw up a little beyond the end of the platform, and in fact just on the level crossing.

Before the train arrived, the gates between the level crossing and the road had been closed, and they remained closed till the train left.

At the time that the train was alongside the platform and the engine in the position described, the plaintiff's carriage, which was drawn by two thoroughbred and spirited horses, was on the turnpike road on the Timperley side of the line, about twenty-five to thirty yards from the crossing, waiting to pass when the gates should be opened. The reason of the carriage being so near the crossing was, that the gates having been open previously to allow a cab to cross the line, they, just as the plaintiff's carriage was about to cross, were suddenly closed in consequence of the coming up of the above train.

The plaintiff's horses had often traversed the road in question, and been near the crossing when trains and engines were about without being frightened.

On the way from Bowden to Attrincham, the

engine driver of the train alluded to had been blowing off the water made by the condensed steam and left in the cylinders of the engine, through the mud-cocks in front of the engine. As he entered the station and passed along the platform he discontinued to do this, and whilst the engine was standing on the level crossing during the time the passengers were getting in and out of the train, the steam was not being blown through the mud-cocks. Immediately on the train proceeding to start on its way to Manchester, and whilst the engine was still on the level crossing, the driver whistled, and again commenced blowing off at the mud-cocks. The steam rushing out of the taps in front of the engine made a loud hissing noise, and raised a cloud of steam, which not merely enveloped the forepart of the engine, but extended itself also through the gates on the side towards the plaintiff's carriage and horses.

It was proved, that as soon as the whistle was heard, the plaintiff's horses began to prance, the coachman, however, having them well in hand; but that the moment the mud-cocks were opened, and the cloud of steam ejected, the horses turned right round and went with great force and violence against a wall at the side of the road. The horses were much cut, the pole of the carriage broken, and damage done to the extent afterwards awarded.

The learned judge was satisfied, upon the proof, that although it is necessary occasionally to relieve the cylinder by blowing off from the mud-cocks, it is quite unnecessary and unusual to do so in passing through this station or level crossing.

It was proved also that the hissing noise and cloud of steam above alluded to are the necessary consequence of blowing off at the mud-cocks, as was well known to the servants of the company in charge of the engine at the time. It was also proved, that at the time this was done, the company's servants in charge of the engine had seen and were aware of the plaintiff's carriage, and horses being where they were at the time, they having made a remark to that effect to a person at the station. It was proved also that the same coachman had driven the same horses for upwards of a year in the plaintiff's carriage without any accident.

The learned judge was satisfied upon the evidence that there was no fault in the plaintiff's coachman either in being where he was at the time or in the way he managed his horses. He was also satisfied upon the evidence, that the accident was altogether caused by the blowing off the mud-cocks at the level crossing.

He came to the conclusion that this, under the circumstances, was negligence on the part of the company through their servants. And he ruled, that at a level crossing like this, where there is considerable traffic, and where horses, carriages, and carts are continually passing, the company are bound to use reasonable care in the management of their trains and engines; and he found that under the circumstances they had not done so.

The counsel for the defendants objected, that there was no evidence of negligence on the part of the company's servants; and that if there were any negligence, it was not such as under the circumstances of the case would in law render the defendants liable.

The learned judge overruled the objections, and found a verdict for the plaintiff with £40 damages.

Erle, C. J.—Mr. Jones (counsel for the appellants,) has failed to convince me that the county court judge, in finding that there was evidence of negligence on the part of the servants of the company, came to a wrong conclusion. It appears that the plaintiff's horses were using the road as of right, and that the company were also as of right exercising the power given them by their act of crossing the highway; and if there had been nothing to show that they were not exercising their rights in the ordinary way and with due and reasonable care, the company undoubtedly would not be liable for the misfortune which has happened. But I am of opinion, that the evidence abundantly shows that the company by their servants exercised their right of crossing the highway in an inconvenient and improper manner. Whilst near the gate which separates the railway from the road, the driver blew off the steam from the mud-cocks in front of the engine, so that the plaintiff's horses became enveloped therein and frightened, and so became unmanageable. It is clear that the company have not used their railway with that attention to the rights, and the safety of the Queen's subjects which under the circumstances they were bound to exercise. The decision of the learned judge must therefore be affirmed.

The rest of the Court concurring.

Appeal dismissed, with costs.

Practical Information for Emigrants.

The advantages offered to immigrants from Europe to the United States are without a parallel. The following letter from the new and flouring State of Minnesota explains in a simple manner how these advantages may be realised:

By the Homestead act of Congress, any person, the head of a family, male or female, can select any Government land not exceeding one hundred and sixty acres. This is secured to them at the Land Office in that District, by paying three dollars for the entry and papers. They then make their improvements, and establish themselves for a home, which they must occupy for five years, in good faith, when, by paying ten dollars more, they receive a patent from Government. This is their homestead. No creditor can touch it at any time; and if a man is economical and industrious, prosperity must follow. Now, why not make this fact known in your cities, and by this means induce your charitable societies to assist hundreds of families to come here, and be healthy and happy, where they are sure of support and a good livelihood, instead of being dependent upon the good will of those who are already perplexed to find the means of assisting all that are dependent upon them for daily bread? Why not originate Homestead Aid Societies in all our large cities, for the purpose of assisting all who desire it to come to the West and make homes, where health, wealth and happiness must follow? The same could act in conjunction with societies here.

Our educational system, supported by the liberal land grants of Congress, insures for every child in our State a liberal education, and religious instruction goes hand in hand with the school.

Manufactories of all kinds are springinig into existence on our unsurpassed water-powers. Railroads are rapidly being built, and the great overland telegraph to Europe will undoubtedly be completed through our State to Pembina next season, the wire from that point to Fort Garry has already been delivered.

To capitalists we offer great inducements in our advantages for wool raising, our immense water powers, and in our railroads. The roads now in operation—particularly the St. Paul and Pacific—have just put into the market some sixty thousand acres of the land granted them by Congress, which is mostly located in old established counties through which the road passes, and a branch is being built. These lands are offered on the very best of terms to the actual settler, while to any one desiring to invest they present excellent inducements. The increase in value must be permanent, as all wild speculation has totally disappeared, and we are now moderately moving in a healthy pace of prosperity.

☞ The Carleton (N. B.) *Sentinel* says that Mr. Buck is now rapidly progressing with the survey of the Wolhaupter route for the Branch Railway. It appears that he has received orders to make a survey of the Fish Creek route, which it appears presents facilities for continuation beyond Woodstock to Canada.

Delaware and Hudson Canal Co.

The amount of coal mined and forward upon the railroad of this company for the year ending December 13, 1864, was 886,841 07 tons, against 827,557 18 tons in 1863—an increase of 59,283 09 tons.

☞ The Carlisle, Pa., *Democrat*, says that the "Pine Grove estate," situated in Cumberland county, Pa., was sold on the 26th ult., to the South Mountain Iron Company, for the sum of $1,500,000. The revenue stamps on the deed amounted to $1,500.

☞ The Pottsville *Miners' Journal* of December 24th says: "Among the many changes that have and are about taking place in the Coal Trade of this County, we learn that Messrs. Heckscher & Co., who have so long been engaged in Coal Operations are about to discontinue their business, and that their several collieries will be worked after the first of January, by the New York and Schuylkill Coal Company, (formerly the Forest Improvement Company,) proprietors of the extensive tract of Coal lands formerly owned by the Coster family of New York. Among those who are interested in this Company, Moses Taylor, Charles A. Heckscher and John J. Phelps, are prominent."

☞ It is stated that the Eastern Railroad Company are having their coal-burning locomotives changed to burn wood, and that the same course is being adopted by the Boston and Maine Railroad Company.

☞ The earnings of the New York Canals during the season just closed were $4,346,265 52; and the expenditures $1,028,909 46—leaving a balance of $3,317,356 06. The earnings are about one million dollars less than last year.

☞ It is reported that a contract has been made to build the Air Line Railroad between Woonsocket and New Haven, and that the work will soon be commenced between Pascoag and Woonsocket.

Maryland Coal Trade.

During the present year 258,430 tons of coal have been shipped from Cumberland over the Chesapeake and Ohio Canal, against 225,366 tons in the previous year. The number of boats cleared in 1864 was 2,363, and in 1863 the number was 2,065. The canal is now closed by ice, and navigation has ceased for the season.

Interest and Dividends.

The Panama Railroad Company have declared a dividend of 4 per cent. out of the earnings of the road for the three months ending 31st inst., and 1 per cent. out of the earnings of Steamers, Sailing Vessels, &c., payable on the 5th of January next.

The Fitchburg Railroad Company has declared a dividend of $4 per share, free of Government tax, payable Jan. 2.

The Rome and WatertoUn road will pay, 16th of January, at the Mercantile Bank, a dividend of 5 per cent. and the government tax.

The Eastern Railroad Company has declared a dividend of 3 per cent., free of Government tax, payable Jan. 2.

The Eastern Railroad Company (in New Hampshire) has declared a dividend of 3 per cent. payable Jan. 2.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share.

The coupons on the bonds of the Evansville and Crawfordsville Railroad Company, due January 1, 1865, will be paid at the office of the Farmer's Loan and Trust Co.

The interest on the first mortgage bonds of the Milwaukee and St. Paul Company, due on the 1st of January next, will be paid at the office of the Company, No. 25 William street, on and after the 3d of January, 1865.

The United States Trust Company will pay, 3d of January, the quarterly dividend of 1¼ per cent on the stock of the Joliet and Chicago, and the Alton and St. Louis roads.

The coupons due January 1, 1865, on the Special Mortgage Bonds of the Cleveland, Painesville Ashtabula Railroad Company, issued to the Sunbury and Erie Railroad Company, will be paid at the Ocean Bank.

The interest due on the first of January next, on the bonds of the Minnesota Central Railroad Company, will be paid at the office of the Company, No. 25 William street, room No. 8.

The interest due on Kansas State Bonds, Jan. 1, 1865, will be paid at maturity at the Banking House of Winslow, Lanier & Co., in New York city.

The coupons of the first mortgage bonds of the Chicago and Alton Railroad, Joliet and Chicago Railroad, Dubuque and Sioux City Railroad, and Dubuque Southwestern Railroad (preferred), due January 1, 1865, will be paid by Messrs. M. K. Jesup & Co.

The coupons due January 1, of the first mortgage bonds of the Sacramento Valley Railroad Company, will be paid on presentation, in gold coin, less Government tax, at the office of Schuchardt & Gebhard.

The coupons of the mortgage bonds of the Central Pacific Railroad Company of California, due January 1, will be paid in coin at the office of Eugene Kelly & Co.

The following coupons due January 1, 1865, will be paid at the office of Duncan, Sherman & Co., Bankers: "Chicago City Municipal Bonds; Chicago City Water Loan Bonds; Albany City 6 per cent. Bonds."

The transfer books of the Marietta and Cincinnati Railroad Company will be closed from 31st December to 15th January, preparatory to the annual meeting of stockholders.

The interest coupons of the Jersey City Water Loan bonds, due January 1, will be paid on presentation at the Merchant's Bank, this city.

☞ The lake harbor appropriation bill gives Buffalo, $50,000; Cleveland, $50,000; Chicago, $50,000; Milwaukee, $50,000; Racine, $25,000; Kenosha, $25,000; Sheboygan, $20,000; Grand Haven, $25,000.

☞ The total population of Montana Territory is put down at 15,822. It is claimed that large accessions have been made since the census was taken.

☞ The receipts in the Treasury of California during the fifteenth fiscal year of the State's organization, ending June 30, '64, were $2,096,437
Expenses 2,093,228

Receipts exceeds expenses $3,209

The total debt on the 1st of December, 1864, was $4,910,187; in which is not included the old Indian war debt, which is practically repudiated, as successive Legislatures have refused to make any provision for its payment.

☞ The shipments of gold from California this year to Nov. 23d, were $51,884,062, against $41,345,640 to same time in 1863—an excess of $10,538,422. The annexed figures show the aggregate amount of gold brought from California to this port by sea in each year since 1854:—

1854	$46,533,116	1860	$33,490,409
1855	41,682,524	1861	34,370,557
1856	40,319,929	1862	24,882,846
1857	34,222,904	1863	11,905,478
1858	36,179,344	1864	12,952,967
1859	39,975,750		

Total in eleven years $356,515,824

☞ About seventeen miles from Portland, Oregon, is an iron ore of the variety known as "limonite," said to be suitable for making pig and bar iron, and which produces about sixty per cent of pure iron. Specimens were exhibited at the late Mechanics' Fair in San Francisco.

☞ Among the new railway schemes which will come before the British parliament next session is one for the construction of a railway under the River Mersey, for the connection of Liverpool to Birkenhead.

☞ Engineers are engaged in locating a route for a railroad from Pinegrove to Lebanon, Pa. The enterprise is in the hands of the Reading Railroad Company, which warrants the expectation that it will be put through at an early day.

Chautauqua Central Railroad

This enterprise is not quite dead yet. A meeting in its behalf was to be held on the 8th inst., at Mayville. The call was signed by G. W. Whallon, Dan. Williams, Stephen Hunt, Martin Prendergast, W. P. Whiteside, Milton Smith, and others. —*Jamestown Journal Dec. 9.*

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January, and opened on the 3d day of February.

THOMAS E. WALKER, Treasurer.

OFFICE MARIETTA AND CINCINNATI R. R. COMPANY, Chillicothe, O., Dec. 17, 1864.

TO STOCKHOLDERS.—The transfer books of this Company, at the agency in New York and at this office, will be closed from the first to the fifteenth of January proximo inclusive.

2t-52 WM. E. WATSON, Secretary.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for $5,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for $5,000 and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,

161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

4t-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.

JAMES R. YOUNG, Secretary.

New York, Dec. 16, 1864. 3t-52

FOR SALE.

20	Platform Cars—4-8½ or 4-10 Gauge.					
2	Locomotives	4-8½	Gauge,	24	Tons,	15 × 20 Cylinder.
1	"	4-8½	"	28	"	15 × 24 "
1	"	5-6	"	24	"	14 × 20 "

KASSON & CO.,

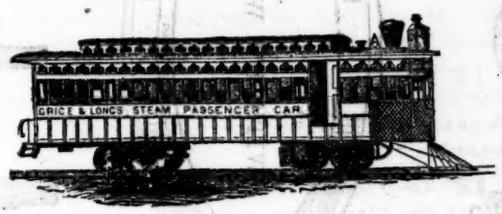
67 Exchange Place, New York.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

C. W. BETTS. E. H. DENSLOW.

Betts & Denslow,

BANKERS and BROKERS,

No. 24 William Street,

NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

James Wadsworth & Co.

61 CEDAR ST.,

NEW YORK.

RAILWAY COMMISSION MERCHANTS.

IMPORTERS AND DEALERS IN

ENGLISH AND AMERICAN RAILS.

CHAIRS, SPIKES, TYRES,

Boiler Tubes, etc., etc.

CONTRACTS MADE FOR

LOCOMOTIVES,

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Railroad, City, and County

BONDS NEGOTIATED

UPON FAVORABLE TERMS.

JAMES WADSWORTH. T. MITCHELL TYNG

Geo. Quackenbush,

Stock Commission Broker,

30 BROAD STREET,

(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS, &c., Bought and Sold on Commission.

Marine & Fire Insurance.

METROPOLITAN

INSURANCE CO.,

No. 108 BROADWBY, N. Y.

Cash Capital, - - - - - $300,000

Assets, July 1, - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-President.
EDWARD A. STANSBURY, 2d Vice-President.
JOHN C. GOODRIDGE, Secretary.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St., ... New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

GOODYEAR BROTHERS & DURAND,

BANKERS,

No. 18 Broad St., New York.

INTEREST ALLOWED ON ACCOUNTS, subject to check at sight, as with Banks. Collections made on all accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR. HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

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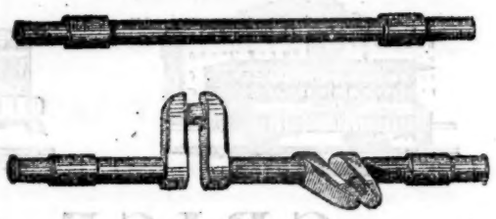

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FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

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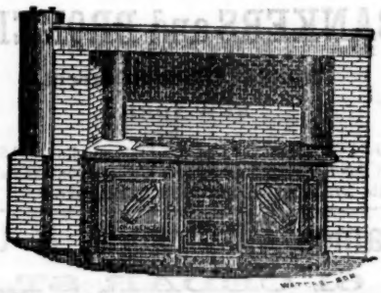

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